

The Hongkong Telegraph

FOUNDED 1842

No. 3218

六拜禮

英港日報

SATURDAY

FEBRUARY 16, 1924.

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LOCAL HOUSING.

NEW LEGISLATION PROPOSED.

Rebuilding Only When Desirable.

WASTEFUL METHODS DEPRECATED.

After the many complaints which have been made regarding the pulling down of houses which are still in a good habitable condition, the public will be interested to hear that the Government intends in future to prevent such demolition excepting in such cases as are, in the opinion of the Building Authority, desirable.

This intention is announced in the current issue of the *Government Gazette*, in which is published a draft Bill to amend the Rents Ordinance, which is to be introduced at the next meeting of the Legislative Council. It is explained that the object of this Bill is to prevent the reconstruction of houses which are in a substantially good condition. The Government's viewpoint on the matter is set forth in the following words from the Objects and Reasons attached to the Bill:—"The reconstruction of houses which are in a reasonably good condition is a wasteful use of the building resources of the Colony, even where the reconstruction provides additional floor area; and in some cases the floor area is reduced. Such reconstruction necessarily involves a temporary reduction in the domestic accommodation of the Colony, and it is against the spirit of the Rents Ordinance."

The new Bill proposes to enact that notices to quit in case of reconstruction shall not be valid unless the certificate of the Building Authority which is served with it contains also a statement to the effect that the intended reconstruction is desirable. An appeal to the Governor-in-Council is provided, but it is explained that on such appeal the Governor-in-Council will have an unfettered discretion and will not be limited to the consideration of the condition of the building. This is in order to meet such special cases as the erection of a large modern building on the site of several small and old houses, or the fresh development and laying-out of an entire block.

It is further stated:—"Clauses 2 and 3 of the Bill, standing alone, would apply only to notices to quit given after the commencement of the new Ordinance, but it is considered desirable that the restriction proposed in the Bill should be applied also to notices to quit given before the commencement of the new Ordinance and still unexpired at its commencement." A further comment in the Objects and Reasons says:—"Owners of property who have already given notices to quit for the purpose of reconstruction should observe that their notices will be invalid unless they can obtain the necessary certificate either from the Building Authority or from the Governor-in-Council, before the three months expires."

FULL COURT JUDGMENT.

by Messrs. Wilkinson and Grist) appeared for the respondents.

Very lengthy written judgments were delivered by all judges, that of Sir Skinner Turner being read by the Chief Justice.

Sir William Rees Davies stated that although he had arrived at his previous decision with some doubt, he had, after further consideration, confirmed in that decision. He thought the appeal should be dismissed.

Sir Skinner Turner, whose judgment reviewed the arguments raised in the case at great length, held that the appeal ought to be allowed, on the ground that the implied term of the contract must be a reasonable term, whereas in this case it was not. Judgment with costs should be entered for appellants both in that and in the Court of Appeal.

The case goes back eight years—at a time when the British naval authorities were commandeering ships. In November, 1916, it was agreed between the Cheong Yue Steamship Co., Ltd., of Hongkong, and a firm of Indian merchants, named below.

Mr. Justice Gompertz arrived at the conclusion that the appeal should be dismissed with costs.

Thus, by a majority of two to one, the appeal was dismissed.

On the application of Mr. Eldon Potter, the Chief Justice certified for two counsel.

The judgments took one and a half hours to read.

S.S. "MARY HORLOCK."

THE COURT'S FINDING.

The Marine Court of Enquiry into the abandonment of the s.s. Mary Horlock in the Pacific Ocean on January 26th gave its finding at noon to-day.

The Court found that the master was justified in abandoning and scuttling the ship, and commended Capt. Hill and his crew for their seamanship in launching the boat and transferring the crew without accident under such difficult conditions. The Court further directed the attention of the Board of Trade to the prompt arrival of the President Taft and to the volunteer boats' crew who effected the final rescue which was made possible by the free use of oil.

THE OIL LEASE SCANDAL.

IMPORTANT DEVELOPMENTS FORESHADOWED.

(Reuters' American Service.)

Washington, February 15.

A development likely to prove most important in the naval oil lease scandal is the Senate's adoption of two resolutions: the first calling on the State Department to furnish all diplomatic correspondence relating to the Colombian Treaty, in the ratification of which the oil interests, and Mr. Fall as Secretary of the Interior, are said to have played a leading part; secondly asking for the correspondence relating to the securing of oil concessions for American corporations in Russia, Mexico, Mesopotamia, Palestine, Burma, Persia and other foreign countries.

Alleged "Whispering Campaign."

Mr. Vanderbilt testified before the committee enquiring into the oil scandals. He said he had no facts whatever to substantiate the use of Mr. Harding's name in his recent speech, but he suggested an enquiry into the circumstances of the sale of the *Marion Star*, thinking it was a public duty to call attention to rumours in order to kill them. He was a life-long friend of Mr. Harding, and merely wanted to clear the late President's memory of the whispering campaign against him.

President Coolidge has nominated the Philadelphian, Mr. Owen Roberts, to be the Government counsel in the oil prosecutions, replacing Mr. Straw.

MEXICAN CAMPAIGN NEWS.

FEDERALISTS HAVE FURTHER SUCCESSES.

Mexico City, February 15.

Federal troops under Gen. Obregon entered Guadalajara yesterday, the inhabitants fleeing before them. General Escobar, although wounded, ordered an immediate advance against Morelia, where the rebel Generals Estrada and Diogez are reported to have concentrated their forces. An unconfirmed report says that Federal troops have occupied Tuxpan, Merida and Yucatan. The American cruiser Richmond and the British light-cruiser Cape Town have arrived. It is reported that the revolutionary Federal General Pineda has defeated the loyal Federal General Belascos in the state of Chiapas, and taken a number of prisoners.

POLAR AIR CRUISE POSTPONED.

Washington, February 15.

President Coolidge has ordered the suspension of the naval aerial expedition to the North Pole this summer, on the grounds of economy.

JAPANESE LOAN PROVES VERY POPULAR.

New York, February 15.

The American section of the Japanese loan has been substantially over-subscribed.

(Reuters' Service.)

DOCKERS STRIKING TO-DAY.

ALL ATTEMPTS AT SETTLEMENT FAIL.

London, February 15.

The negotiations in the dock dispute have broken down, and a strike is now certain to-morrow.

A final attempt to secure a settlement was made by the Ministry of Labour requesting the dockers' delegates to remain in London and meet again to-morrow. The delegates, who were about to return to their districts, agreed to remain, but they telegraphically confirmed the orders to cease work at noon on Saturday.

ANOTHER LABOUR DISPUTE.

BIG COTTON LOCKOUT THREATENED.

London, February 15.

A dispute has arisen in the cotton room of the Thorman Spinning Company's mill near Oldham, where three hundred operatives are employed. The point at issue is of the first importance, and may lead to a lockout involving all the mills within the Federation, and one hundred and fifty thousand operatives. The employers have convened a meeting of the whole trade for February 26th.

CONTROVERSY AT LUXOR.

Luxor, February 15.

Mr. Howard Carter, presenting himself at Tutankhamen's tomb this morning, was refused admission by the Chief of Police, who showed him a written order by the Government. He thereupon retired.

SEPARATISTS SAVED FROM THE MOB.

Paris, February 15.

Prompt action by French gendarmes in Frankenthal in dispersing crowds besieging Separatists in the sub-prefecture, prevented a repetition of the events at Pirmasens and Kaiserlautern.

(Other Telegrams on Page 2.)

GOLF CLUB.

RESOLUTIONS CONFIRMED.

Mr. V. B. Ross presided last evening at an extraordinary general meeting of the Royal Hongkong Golf Club, at which the resolutions passed at the meeting of January 28th were confirmed.

These resolutions increase the membership fee from \$30 to \$50

and also give power for the sus-

pension of members for a period not exceeding six months, provided such suspension is approved by at least two-thirds of the members of the Committee. The resolutions also give powers for expulsion of members in certain circumstances, provided an extraordinary meeting of members approves such expulsion.

The Chairman mentioned that

the import duties were levied for Manila on the following day, and he wished them to succeed

in 1850 quite a number of private

matches in addition to the races

HONGKONG RACING.

Romance of Nearly 80 Years.

ASCENDANCY OF THE CHINA PONY.

Sir Paul Chater's Remarkable Record.

"Hongkong Telegraph" Special.]

Perhaps there are not very many people in Hongkong who realise that the Race Meeting to be held at Happy Valley during the coming week is the 79th consecutive annual meeting to be held at that venue. We of this generation are apt to take very many things for granted without ever troubling ourselves about origins, but there is a great amount of interest in the story of how Hongkong's Race Week, as we know it to-day, has come down to us through the eighty-odd years of the British occupation of Hongkong. How many of the newer generation of Hongkong residents know that there was a time when thoroughbred horses were imported from England to compete for the Blue Ribbons of the Hongkong Turf or how it was that Walers, Manila ponies and Arabs—all of which have raced here at one time or another—were gradually but surely displaced by the sturdy little China ponies which we see so pluckily struggling against each other to-day? In the hope that that story will be read with interest, the writer appendes a brief history of racing in Hongkong, freely acknowledging that in the main, the facts have been culled from a little brochure published in 1909 by the late Sir Henry May, the memory of whom, as Governor of Hongkong, is so widely respected.

EARLY DAYS.

There are but fragmentary records so far as the very earliest days of the Colony are concerned. It is certain, however, that in 1842—one year after the British occupation—races were held in Macao, for which purpose a general pilgrimage took place in the latter half of the month of February. Races were held there during the following two years, but it seems fairly certain that in 1845, during which year the filling in of Happy Valley was completed, the venue of the races changed to Hongkong, where it has remained ever since. There are no existing records of the races held in 1845 and 1846, but the fact that 1845 saw the commencement of racing here may be assumed from the description in a local paper of the time that the meeting of 1850 was the sixth annual one. The first existing records deal with the year 1847, and among the races run were the Wongneichong Cup at 300 guineas, the Canton Cup at 150 guineas, whilst others were of proportionate value. The races were still participated in by horses from England, Arabs, Walers, Manila ponies and China ponies, the latter gradually coming more into favour as their qualities became better-known. In 1846 we find mention of horses that had won big races in England and it was undoubtedly by reason of the heavy expenses entailed that the cups were made of attractive value. In 1856 the Challenge Cup was of no less a value than 500 guineas at which figure it stood for several years. In 1867, the Lusitano Cup was first raced for. It was in the year 1868 that the first existing records deal with the year 1847, and among the races run were the Wongneichong and Valley Stakes, two of the races which even to-day still figure in the race programme. It is worthy of note that a remarkable little Manila pony, called Tetty, won both those races in 1847 and that he won the Valley Stakes four years in succession, although carrying off a cumulative penalty of 7lb. for each win. His height was 13.1 1/2 hands. It is probable that Walers, Arabs and Manila ponies competed in the very earliest years, because in 1849, for which records are complete, there is distinct mention of races for all these classes. There was the Plenipotentiary's Cup (the descendant of which is the Governor's Cup of to-day), there was a Canton Cup, and perhaps more important still, there was the Ladies' Purse, a race which ever since has produced the greatest rivalry among riders.

The "Griffin," as applying to an unhandled pony, was used for the first time in 1872. It was in 1887 that

all the races became confined

to China ponies, and these

have been exclusively raced

here ever since, with the

Ladies' Purse, a race which ever

since has produced the greatest

rivalry among riders.

THOROUGH-BREDS FROM HOME.

Coming down through the

years one notes that there were

in 1850 quite a number of private

matches in addition to the races

run on the Racecourse as China ponies again

"TEASERS."

OUR NEW FEATURE.

Commencing with our issue of next Monday, a daily feature will be introduced in place of the Puzzle-a-Day series.

This new feature goes by the title of *Teasers*, and we feel sure our readers will appreciate the interesting mental relaxation provided by the series. It is illustrated, and carefully explained, and comprises tests which a number of persons can attempt in competition with one another.

TO-DAY.

Closing Exchange 2s. 4/3/16.
Lighting Up-Time 6.30 p.m.

became procurable, the races were confined to them. It can be said that for over 20 years the China pony has held the field entirely, and long may it continue to do so.

GENTLEMEN RIDERS.

It is a fact of which Hongkong ought to be very proud that ever since the first meeting in 1845 the riders of horses and ponies have all been amateurs. At no time have professional jockeys been permitted to ride. To this circumstance, and to the thoroughly sporting spirit in which racing has been conducted, is no doubt due the fact that only once in the history of racing in Hongkong—extending as it does over a period of nearly 80 years—has a charge for dishonest riding been made against a rider at our meetings.

In 1883 a certain rider was reported for pulling his pony, and this is the only instance to be found in which a rider tried other than to win. There may have been many disqualifications for unintentional fouling but fouls are inevitable and cannot come into the category of corrupt practices. Never once has a rider been suspended. It would be possible to say much about notable riders both of the past and the present day, but space does not permit. One fact does stand out very prominently, and that is that racing here owes a great debt to all those who own, train or ride, for the sport is clean to the core and entirely devoid of any objectionable background.

A REMARKABLE RECORD.

This short review of racing could not be closed without reference to the "G.O.M." of Hongkong's Turf—Sir Paul Chater. Since 1865, which was the first Hongkong race meeting he attended, Sir Paul has not missed a single meeting and thus the meeting of 1924 will be the 59th consecutive one that he has witnessed. He first began racing in 1874 (50 years ago) and continued until 1884, retiring in that year in favour of his partner, the late Sir Hormuzji Mody. Starting to race again in 1912, Sir Paul has raced ever since and, for 24 years has been an owner. During the time he was not racing he acted as Judge, has been a Steward for nearly fifty years and has been the Chairman of the Jockey Club for very many years past. Surely this is a personal record of which Sir Paul can be justifiably proud. To Sir Paul also belongs the credit of achieving the remarkable success of any one stable in the records of the Hongkong Turf. This was in 1884, when he won fifteen races with ten different ponies out of a string of thirteen which he had running. It was on these laurels that Sir Paul retired for a while. It will be remembered that last year Sir Paul also won fifteen races and he tried hard to beat the previous record. As a matter of fact he actually did win sixteen races, but the Stewards disqualified one on a foul, and so the record of fifteen still stands, and is likely to do so for very many years.

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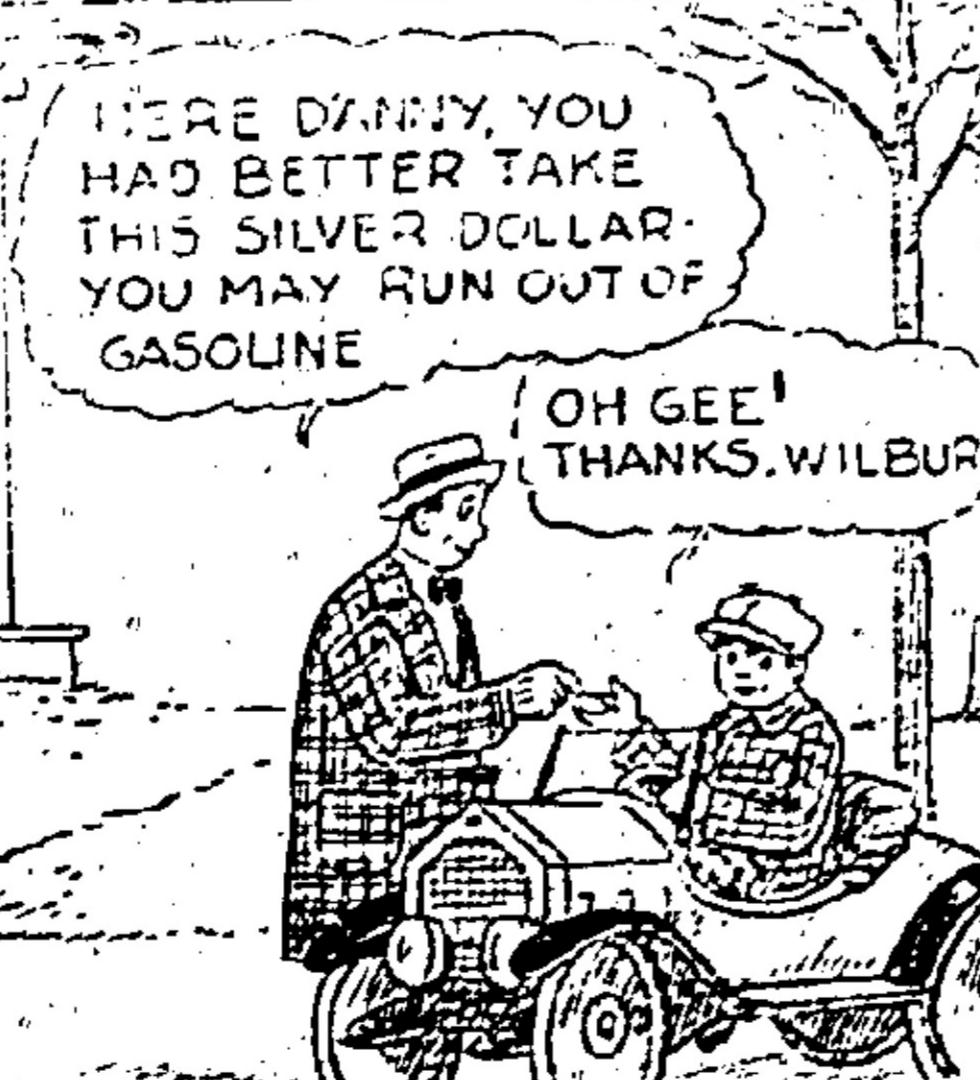
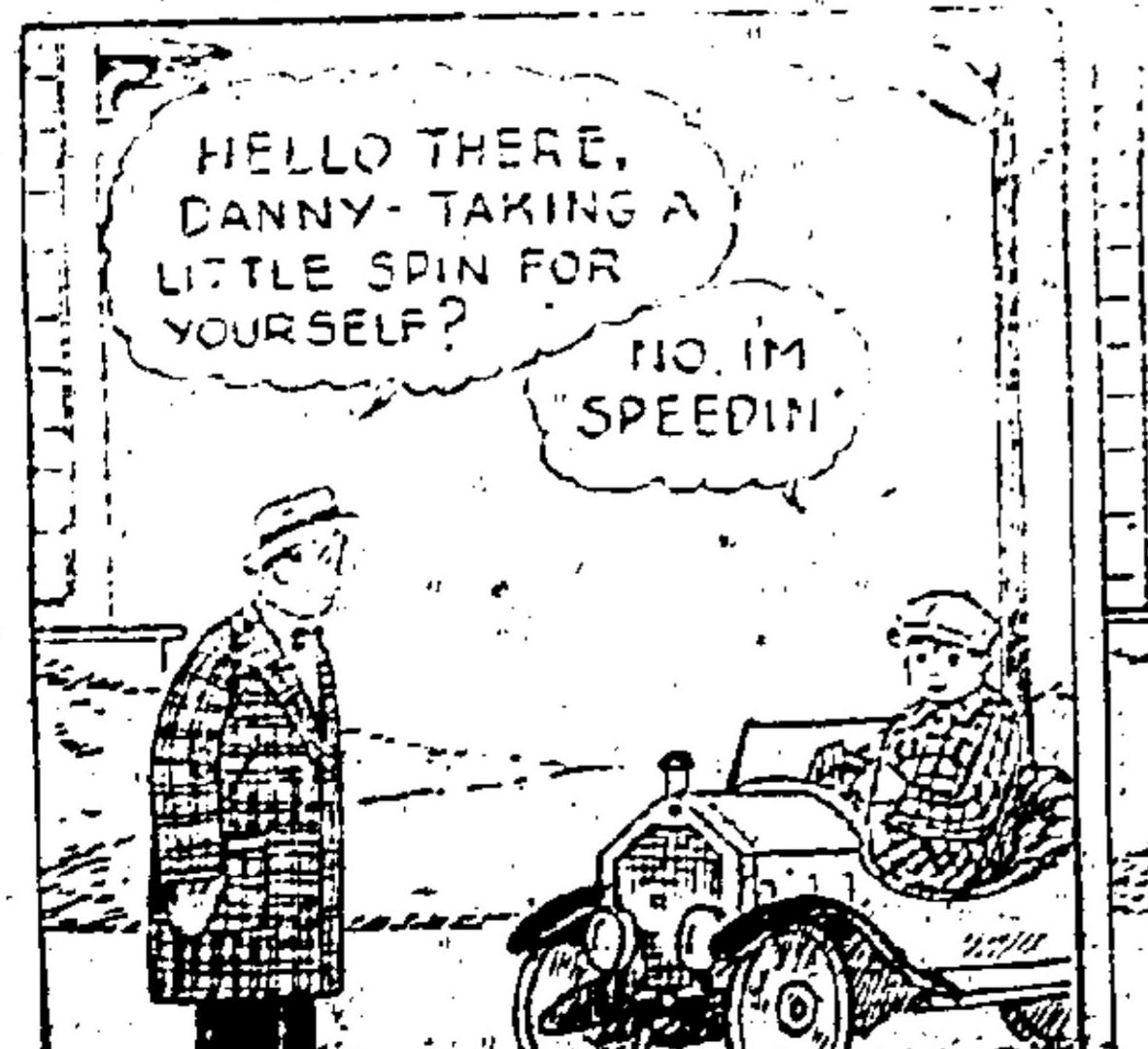
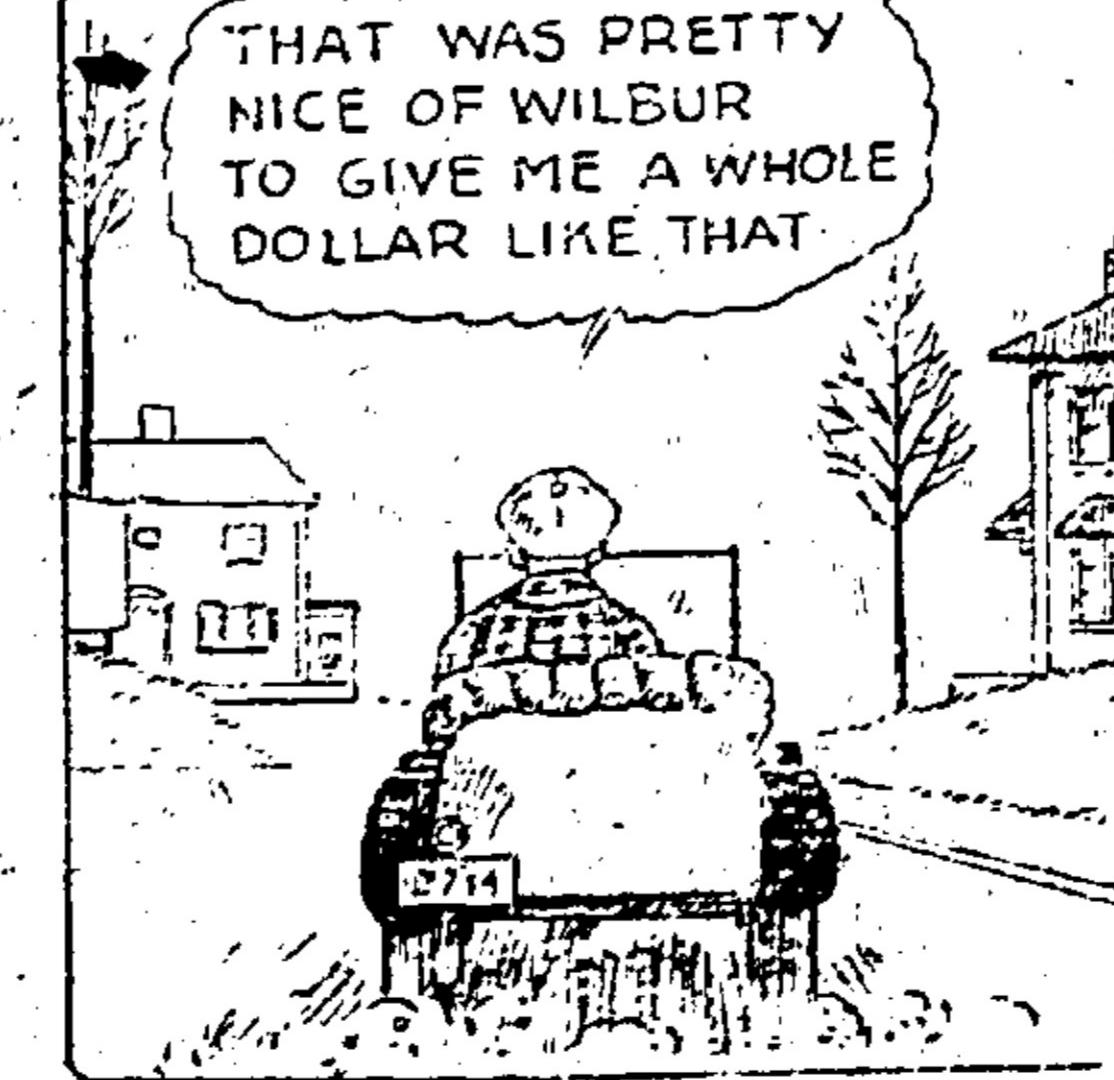
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DOINGS OF THE DUFFS**Wilbur Gets Generous****EARLIER TELEGRAMS.****INTERNATIONAL RECONSTRUCTION.**

Paris, Feb. 15.
Interviewed by M. Sauerwein, the correspondent of the *Matin* in London, Mr. Ramsay Macdonald emphasised that he had not committed himself with regard to international reconstruction. Any conference must be an end, not a beginning to the chapter, and it stood no chance unless preliminary examinations completely clarified the problems.

He desired to be frank and honest in exchanges of views with France through Ambassadors, and, if necessary, by personal correspondence.

Differences of opinion did not matter provided they were without ulterior motive, and honestly intended to discuss ideas, and not attack individuals. He would use neither strategy nor complicated formulae in diplomacy, but proceed in straightforward fashion, with a *sola* desire to alleviate Europe's sufferings by settling the few essential problems in agreement with France. He was strongly idealistic, and believed in the possibility of human progress, though he reluctantly admitted that warlike elements were gaining ground in Germany.

His opinion was that we had not used the best means to support the moral elite of Germany, who were to-day almost decimated by misery. The good elements of Germany must be strengthened and the Imperialistic, bellicose ideas of the Junkers must be eradicated. France and Britain should co-operate morally, economically, and politically, in order to eradicate everything bad in Europe.

He concluded, "Let us work with confidence."—Reuter.

BANQUE DE L'INDO-CHINE.

Paris, Feb. 15.
M. Sarraut in a speech in the Foreign Affairs Committee Chamber referred to the renewal of the privilege of the Banque de l'Indo-Chine, and dealt with the whole question of France's policy in the Far East, from the viewpoint of the important position now held in Indo-China, and also French interests in China. He outlined an economic programme aiming at accelerating the development of French Colonies.

The Committee adopted the conclusions contained in M. Guernier's report on the question of the privilege of the Banque de l'Indo-Chine. The report pointed out that the Committee had only to consider the privilege of issue granted to the bank in relation to its activity outside French territory, and particularly in China.

M. Guernier proposed a renewal of the present arrangements, with a reservation that the Foreign Ministry should permanently exercise a surveillance upon the operations of the Chinese consortium, and submit to Parliament an annual report upon the matter.—Reuter.

DOCKERS CONFERENCE.

London, Feb. 15.
Mr. Tillet announced to-day that the postponement of the Dockers' Conference meant that a strike on Saturday is inevitable unless the 2½ daily increase is granted to-night.—Reuter.

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SHANGHAI RATEPAYERS' ASSOCIATION.

MEMBERSHIP DECREASING.
(Our Own Correspondent.)

Shanghai, Feb. 15.

The Shanghai Ratepayers' Association annual meeting was adjourned for a month. In order to encourage members to carry on, it was voted to reduce the membership fee. The proposal was considered to revert to the old name, the Shanghai Citizens' League.

\$150,000 AWARD.

NOVEL DEFENCE IN
SHANGHAI BANK CASE.
(Our Own Correspondent.)

Shanghai, Feb. 15.

Judge Lobinger, in the American Court, awarded the Russo-Asian Bank \$150,000 gold against Max Wolfson and Co. The suit was over five exchange contracts for the purchase of gold with nobles. Defendant attacked the bank's authority to sue as a corporation claiming the Soviet had nationalized all banks, but Judge Lobinger held that plaintiff dealt with it as a corporation, and its status was therefore unchanged.

A DISTINGUISHED PASSENGER.

MR. LOOMIS ON THE
PRESIDENT CLEVELAND.
(Our Own Correspondent.)

Shanghai, Feb. 15.

Mr. Francis B. Loomis, former Secretary of State in U.S.A., is a passenger aboard the President Cleveland en route to Manila on a journey round the world.

SHANGHAI WAR MEMORIAL.**DEDICATION CEREMONY.**

(Our Own Correspondent.)

Shanghai, Feb. 15.
The dedication services of the Shanghai War Memorial are to be held to-morrow.

NEWSPAPER OFFICES.**SHANGHAI'S NEW BUILDING.**

(Our Own Correspondent.)

Shanghai, Feb. 15.
The *New China Daily News* new building was formally dedicated today. Sir Ronald Macleay was at the reception at noon.

DANENBERG PUPILS.**10TH ANNUAL PIANOFORTE RECITAL.**

The pupils of Professor E. Danenbergs will give their 10th annual pianoforte recital on Monday, 19th February, at St. Andrew's Hall, City Hall, at 5.30 p.m. A diversified programme of 16 items is offered at 10/-.

1.—Variations on "Theme of Beethoven" 2. Piano. (Scheffy) 3.—Etude de Concert (Macdowell) 4.—M. V. da Rosa (See Elfrida Osmund) 5.—Piano. (Danenbergs)

6.—(a) Orientale, Holden Huss. (b) Fur Elise (Beethoven).—Miss Caroline Braatz.

7.—(a) Nactume in A. (Field) 8.—(a) Nactume in A. (Field) 9.—(a) Nactume in A. (Field) 10.—(a) Ballade in A flat (Chopin).

11.—(a) Arabesque in G. (Debussy) 12.—(a) Nocturne for left hand alone (Scriabin).

13.—(a) Etude de Concert (Berg).

14.—(a) Witches' Dance (Maudewell).

15.—(a) Song Without Words (Saint-Saens).

16.—(a) The Hobby Horse (Leo Livenes).—Miss Clara Wong.

17.—(a) Impromptu Boeoco (for left hand alone) (Lechotzky).

18.—(a) Etude de Concert (Macdowell).

19.—(a) Ballade in A flat (Robinson and Prot. Danenbergs).

20.—(a) Ballade in A flat (Fernandes).

21.—(a) Poem Romantique (for 2 Pianos) (Chaminade).

22.—(a) Rondo in D Major (Carolus Aggaray).

23.—(a) Master Emil Danenbergs.

24.—(a) Etude de Concert (Berg).

25.—(a) Bellet dans l'eau (Debussy).

26.—(a) Menuetto Vecchio (Sgambati).

27.—(a) Raga (Gaganbir Singh).

28.—(a) Valse Trieste (Schubert).

29.—(a) Etude Mignon (E. Schmitt).

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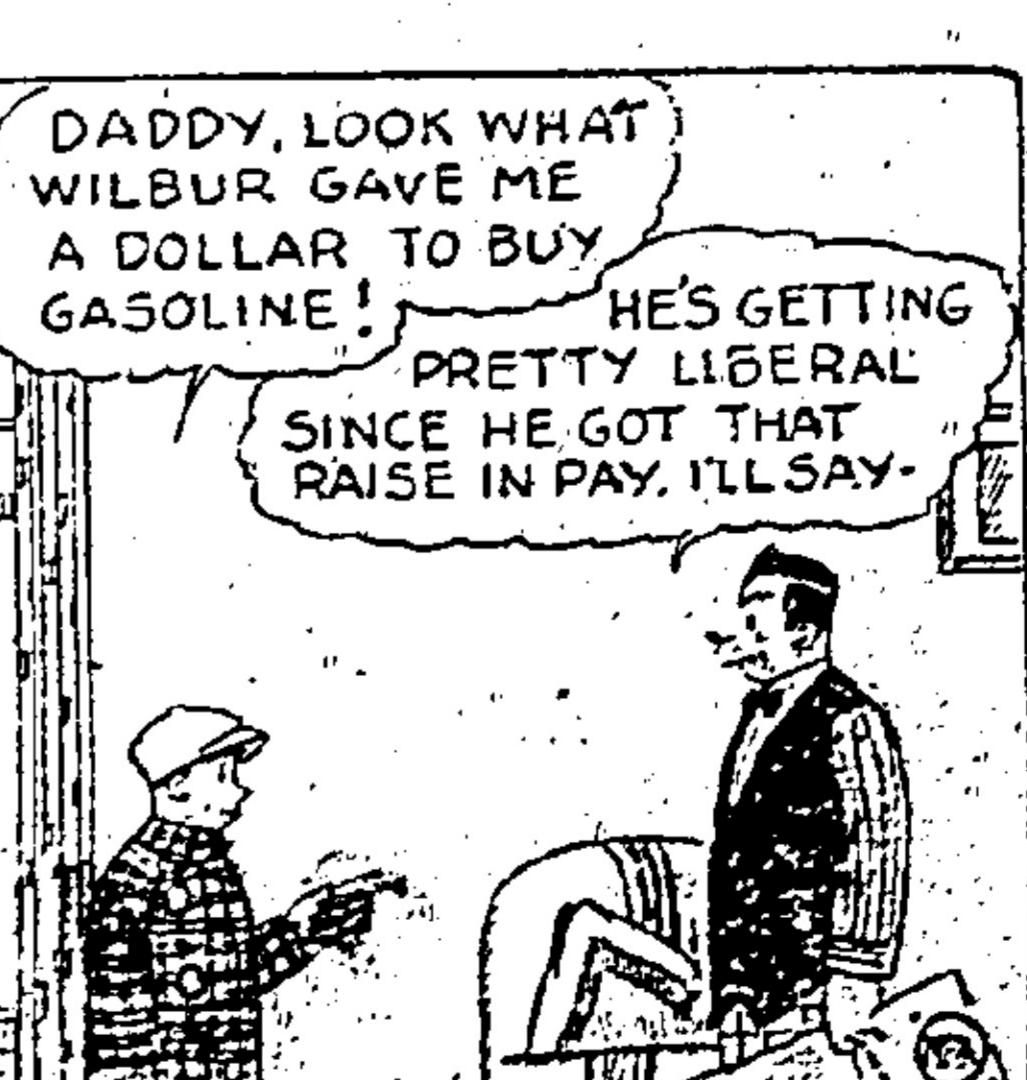
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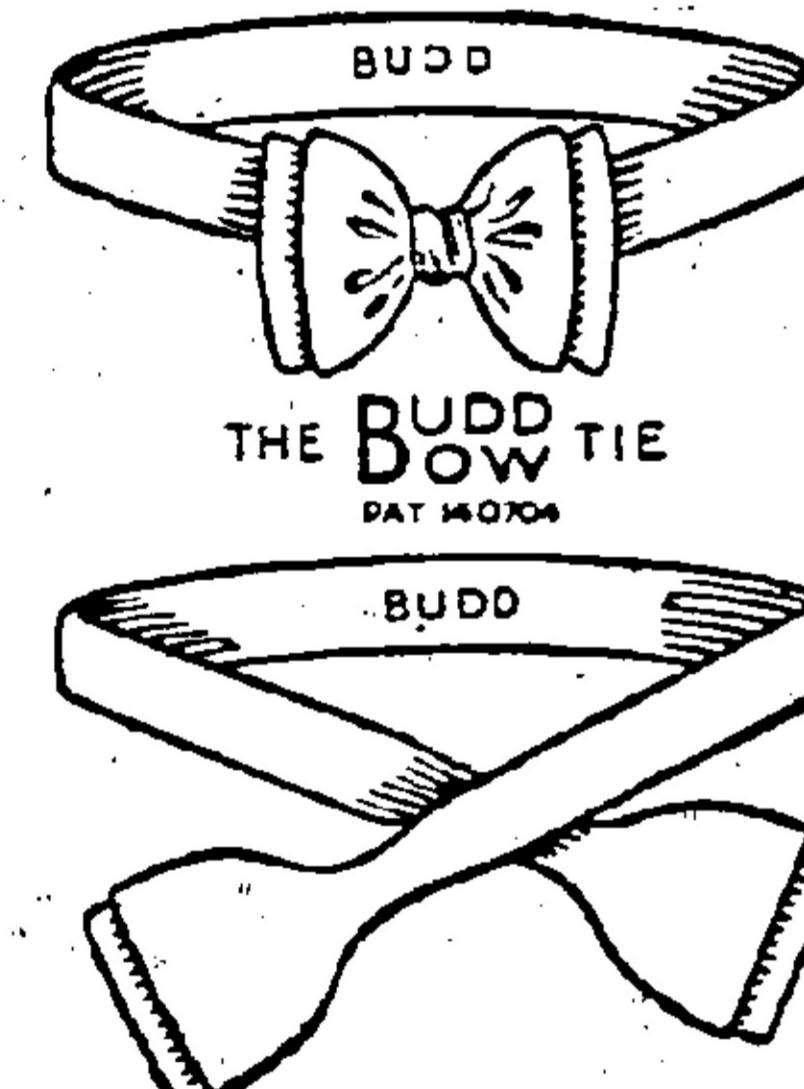
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Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until Noon the day before sailing. The contents and value of all packages are required.

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Hongkong, Feb. 13th, 1924.

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having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be made as soon as the goods are landed.

Goods not cleared by the 20th Feb., 1924 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's representative and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

OSAKA SHOSEN KAISHA,
K. SHIMA,
Manager.
Hongkong, Feb. 13th, 1924.

NOTICE TO CONSIGNEES

SERVICES CONTRACTUELS
des MESSAGERIES MARITIMES.

S.S. "YALOU"

Consignees of Cargo from Dunkirk, Antwerp, Middlesbrough, Manchester & London also cargo ex s.s. "COMMANDANT DORIES" from Cognac &c.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 14th instant, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th inst. or they will not be recognized.

All damaged packages will be examined on Thursday the 14th instant, at 10 a.m. by Messrs. Goddard & Douglas.

No Fire insurance has been effected.

R. RODENFUSER,
Acting Agent
Hongkong, 8th Feb. 1924.

RADIO-MAGNAVOX Land
Speakers and Amplifiers
Batteries, Insulators
Crystals, Aerial Wires
and all other parts.

DE SOUSA & CO. LTD.
St. George's Bldg, 2nd Floor
Tel. No. Central 1944

NOTICE.**HONGKONG & SHANGHAI BANKING CORPORATION.**

NOTICE is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 23rd February, 1924, at 11.30 a.m., for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the Year ending 31st December, 1923.

The Register of Shares of the Corporation will be closed from Monday, 11th February, to Saturday, 23rd February, 1924 (both days inclusive), during which period no transfer of shares can be registered.

AND NOTICE is hereby given that an Extraordinary Meeting of the Shareholders of the Hongkong and Shanghai Banking Corporation will be held on the day and at the place aforesaid immediately upon the termination of the Ordinary Yearly Meeting for the purpose of considering and if thought fit of passing the following resolution viz:

That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the Shareholders of the Corporation to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinance under which the Corporation is incorporated and carrying on business so as to allow of the ordinary note issue of the Corporation being increased from \$20,000,000 to \$30,000,000, and to modify the existing requirements as regards the deposit of security in respect of its note issue in the following manner:

(a) So that the whole of the increase (namely \$10,000,000) of such ordinary note issue shall be secured by coin or bullion or approved securities.

(b) To provide that whatever the total amount of the note issue may be at any particular time the amount of coin as distinct from bullion or approved securities to be deposited by the Corporation shall never be less than one third of the total amount of the bills in actual circulation.

By Order of the Court of
Directors,
A. G. STEPHEN,
Chief Manager.

**You, Too, Can Have Lovely Hair.**

THE latest Improved Method of Permanent Hair Waving makes the Straightest Hair naturally curly, soft, wavy and lasts from six months to a year. Any effect desired from a tight curl to a beautiful loose wave. A Perfect Marcel can be produced by this Wonderful New Method. The actual waving of the hair requires but seven (7) minutes.

NO PADS OR TUBES. NO DISCOMFORT.
NO PULLING. A SOOTHING TREATMENT.

WATER, DAMPNESS AND PERSPIRATION
MAKE THIS WAVED HAIR ALL THE MORE CURLY.

Commencing Monday, February 18th,

ONE WEEK ONLY!

Personal Interview and Demonstration will be given by
NEW YORK HAIR-WAVING SPECIALIST
in the Ladies' Hairdressing Parlour.

1st FLOOR HONGKONG HOTEL 1st FLOOR

Distinctive Apparel To Suit Every Need

is always obtainable at Hawthorne and Pearson's where GUARANTEED MATERIALS and FLAWLESS WORKMANSHIP await you in your personal equipment—distinguished by remarkable value.

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HAWTHORNE & PEARSON
(Next Cafe Wiseman)
Telephone 2313. P. O. Fox 530.

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NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS—

{ \$1.00 for 3 insertions }
{ \$1.50 if not prepaid }
State if Box No.; is required

WANTED.

MATSHED.—Wanted to rent small matshed at Repulse Bay for the forthcoming season. Apply stating terms and particulars to Box No. 1066 c/o "Hongkong Telegraph."

TO BE LET.

TO LET FOR 6 MONTHS.—Peak residence—253 "The Falls" unfurnished, with garden and swimming tank. Possession 1st April, 1924. Apply SANG KEE, New Bank Building.

TO LET.—No. 2 Queen's Road Central, the premises at present occupied by the "Pharmacy." Apply to China & Japan Telephone & Electric Co., Ltd.

ROYAL HONGKONG GOLF CLUB.

NOTICE.

LADIES SECTION.

CUP PRESENTED BY COL. HILL.

QUALIFYING round to be played on Monday 25th February, 1924, in Hole 1 Media play under handicap over Race Course, Fa Yung. First eight to qualify and play off by Match Play. In the Event of a tie for the place, the lowest handicap player to qualify.

Full handicap allowed.
R. D. MITCHELL,
Hon. Secretary.

NOTICE.

WE have suffered heavy losses during the Great war, during the influenza Epidemic, and small losses in the Japan Earthquake.

We have paid those losses promptly and to-day are stronger than ever and in a position to offer unqualified protection to our members.

Our dividends also have increased.

Ask for our prospectus.
THE SUN LIFE ASSURANCE CO. OF CANADA.

15, Queen's Road Central, Hongkong.

F. M. Weller,
Manager.

Other notices appear on page 3 & II.

Dr. H. GORDON THOMPSON

will give an account of his recent JOURNEY ALONG THE BORDERS OF TIBET in ST. ANDREW'S CHURCH HALL, KOWLOON on

TUESDAY February, 19th. at 6.15 p.m.

HON. SIR CLAUD SEVERN C.M.G. LL.D. WILL PRESIDE

ADMISSION FREE

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS & HARDWARE MERCHANTS.

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METAL GOODS and HARDWARE.

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RADIO
ADVANTAGE!

The people of Hongkong have secured a great advantage in the science of Radio through having waited for the scientists of other countries to go through the experimental stage and develop the art to its present day perfection. The Radio Communication Co. (Oriental) Ltd., combining a thorough knowledge of local climatic conditions with the most improved apparatus developed abroad, has evolved the perfect receiver for home and office in it.

R.C.—4

4-mile receiving set, which uses dry-cell tubes throughout, and which from average stations we guarantee to operate a loud-speaker at distances up to 1000 miles.

It comes to you complete, and its installed for you in working order, with every accessory, including the famous PATHÉ loud-speaker, for \$350.00. Hongkong currency.

RADIO COMMUNICATION CO. (ORIENT) LIMITED.

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THEATRE ROYAL

HONGKONG

Commencing FRIDAY, February,

22nd, at 9.15 p.m.

R. B. Salisbury

in conjunction with

Theatrical Enterprises

presents

R. B. Salisbury's Co.

THE QUANTS

direct from London in the following

and all successes

Friday, Feb. 22nd. & Saturday, 23rd

at 9.15 p.m.

First Edition of

"THE NINE O'CLOCK REVUE"

The Original Production with the

Original costumes and scenery complete

from the Little Theatre, London.

Monday, Feb. 25th & Tuesday, Feb. 26th

at 9.15 p.m.

"THE BEGGAR'S OPERA"

John Gray's famous satire at his

broken all records in London at the Lyric

Theatre, Hammersmith Presented in

its entirety.

Wed. Feb. 27th. at 9.15 p.m.

THE QUANTS

in

"Wanted A Smile"

A trip to Joyland in a typical

Quaint show.

Thurs. Feb. 28th. at 9.15 p.m.

"POLLY"

from the Charles Theatre, London. The

Sequel to "The Beggar's Opera"

Friday, & Saturday, Feb. 29th. & March

1st. at 9.15 p.m.

LAST TWO EVENING PERFORMANCES

Second Edition of

"THE NINE O'CLOCK REVUE"

from the Little Theatre, London. New

Songs, New Dances, New Burlesques

SPECIAL MATINEE

Saturday, March 1st. at 4.30 p.m.

"THE BEGGAR'S OPERA"

Book at Moutures

PRICES \$4. \$2. \$1.

FRIDAY, February 15th.

THE INSTITUTE WILL BE OPEN on MONDAY, Feb. 18th. students will be enrolled at the Education Department only, and should apply at once for entry forms.

THE HONGKONG JOCKEY CLUB
RACE MEETING 1924

February 20th, 21st, 22nd, & 23rd

MEMBERS Badges of Ad-

mission are now ready and may be obtained by those Members, who have not already received them, from Messrs. Linstead & Davis, Alexandra Buildings. Members are notified that they cannot gain admission on production of the metal Badges issued last year.

C. B. BROWN,
Secretary.THE HONGKONG ROPE
MANUFACTURING CO. LTD.

THE FORTIETH ORDIN-

ANNUAL MEETING OF
SHAREHOLDERS in the above
Company will be held at St.
George's Building, Chater Road,
Victoria, on THURSDAY, the
28th February 1924, at 11 o'clock
a.m. for the purpose of receiving
a statement of accounts and the
report of the General Managers
for the year ending 31st Decem-
ber, 1923, and electing Consulting
Committee and Auditors.The Transfer Books of the
Company will be closed from
Thursday the 21st February
1924 until Thursday 28th
February 1924, both days
inclusive.SHEWAN TOMES & CO.
General Managers
Hongkong. 9th. February 1924.

C. E. WARREN & CO., LTD.

Sanitary Engineers,
Monumentalists, etc.

Offices & Godowns.

924, Wan Chai Road,
Hongkong.

Tel. No. 269.

All kinds of Builders Requisites in Stock.

Soil & Vent Pipes, Rainwater Pipes.

Floor & Wall Tiles, Baths, Basins, bath

Room Fixtures, Water Heaters for Gas

Oil or Coal Fuel. Also a few Chip

Heaters.

Open & Closed Grates, Cooking Ranges

ESTIMATES FREE FOR ALL SANITARY

INSTALLATIONS—HOT & COLD WATER

SYSTEMS, &c.

General Repairs Promptly Attended to

Specialists in Monumental Work Cut in

Italian Marble or Hongkong Granite.

Just Received a Shipment of Italian

Marble Floor Tiles—Prices on Application.

A Large stock of Artificial Wreaths in

all Sizes.

THE HONGKONG ELECTRIC
CO. LTD.

NOTICE is hereby given that

the Thirty-fifth Ordinary

General Meeting will be held at

the Company's Offices, St. George

Building, on Monday, 3rd March

1924, at 11 a.m. for the purpose of

presenting the Report of the

Directors together with a State-
ment of Accounts to 31st

December 1923, and electing

Directors and Auditor.

The Transfer Books of the

Company will be closed from

23rd February to 3rd March 1924,

both days inclusive.

By order of the Board of

Directors.

GIBB, LIVINGSTON

& CO. LTD.

Agents.

Hongkong. 12th. Feb. 1924.

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTION.

By Order of the Mortgagors.

PARTICULARS OF SALE

of Valuable Leasehold Property.

Situate at Victoria in the Colony

of Hongkong and Known as

No. 2 Calder Path

to be Sold by

PUBLIC AUCTION

on MONDAY,

the 3rd day of March 1924

at 3 o'clock p.m.

by

Messrs. LAMMERT BROS.,

Auctioneers,

at their Sales Room, Duddell

Street.

PARTICULARS.

The Property is situate upon

Inland Lot 1937.

The Premises cover an area of

9,810 Square feet or thereabouts

and are held for a term of 75

years from the 9th day of

December 1912 together with a

right of renewal.

The Crown Rent payable in

respect of the premises is \$58.00

per annum.

For further Particulars and

Conditions of Sale apply to

Messrs. LAMMERT BROS.,

Auctioneers,

At their Sales Room in Duddell

Street.

PARTICULARS.

The

FLETCHER'S

COUGH LINCTUS

THE IDEAL REMEDY

FOR

COUGHS., COLDS, BRONCHITIS, ASTHMA, ETC.

75 cents. per Bottle.

PREPARED ONLY

AT

THE PHARMACY.

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Astor House Buildings. Manufacturers of
Swatow Drawn Work & Embroideries,
Dealers in all kinds of Silk goods of the best quality.
Mandarin Costumes, Antique China and Curios, Etc., Etc.

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The opportunity occupies 25 days only.

15th December, 1923 — to — 8th January, 1924.

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COMPLETE HOUSE FURNISHERS

DEALERS IN

SWATOW DRAWN AND LACE WORK

EMBROIDERIES, OLD MANDARIN COATS,
SILK, ETC., ETC.
LARGE CONSIGNMENT JUST UNPACKED.
INSPECTION CORDIALLY INVITED.

MORISON PIANOS.

Specially built for this Climate,
Cash or easy payments.

TSANG FOOK PIANO CO.

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A permanent roofing at a price
competitive with corrugated iron.

"ITALIT"

The perfected red and grey corrugated
cement— asbestos

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Agents for the Colonies

has conducted an interesting and conclusive series of tests on

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and a copy of his report, together with full particulars of "ITALIT," will be forwarded post free on request.

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LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

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ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

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THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

(Direct)

"DEMOCRATIC" 25th Feb. London, Rotterdam & Antwerp

"ELPENOR" 10th Mar. London, Rotterdam & Hamburg

"TELESIAS" 17th Mar. London, Rotterdam & Antwerp

"RHENENOR" 24th Mar. London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"TALTHIBIUS" 20th Feb. Genoa, Miles, Liverpool & Glasgow

"ANTILOCHUS" 1st Mar. Miles, Havre, Liverpool & Glasgow

"BELLEROPHON" 20th Mar. Genoa, Miles, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"PROTEUS" 16th Feb. Victoria, Seattle & Vancouver

"ACHILLES" 15th Mar. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

"EURYBATES" 16th Feb. via Suez & Boston

"IXION" 21st Feb. via Suez & Boston

"KNIGHT TEMPLAR" 21st Mar. via Suez & Boston

PASSENGER SERVICE

"TELESIAS" 17th Feb. for Shanghai

"TELESIAS" 17th Mar. for Singapore & London

"SARPEDON" 21st Apr. for Singapore, Marseilles & London

"PATROCLUS" 19th May. for Singapore, Marseilles & London

"MENTOR" 16th June for Singapore & London

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AGENTS

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and Charming

GOWNS

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Practical Lessons in
dressmaking, please
call at



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No. 8 Queen's Road, Central. 1st. Floor.

Tel. No. C.386.

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The BEST Cameras in the WORLD are displayed in
OUR SHOW ROOM 30-32 Des Voeux Rd. C.

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Cameras lenses.

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Telephone 3217. **HALL, LAW & CO.**

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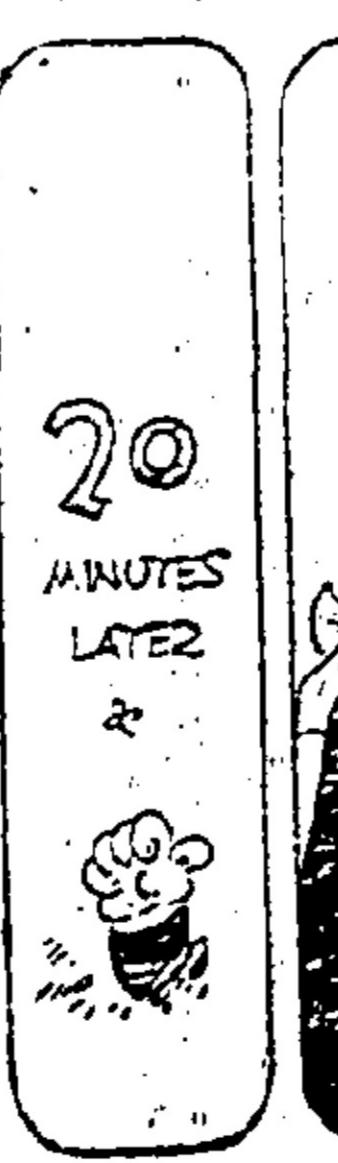
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Everything we offer for sale is made,
in our Canton factory, from the raw
material into finished articles.

Old Post Office Building,
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Hongkong

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Reasonable Remedies and Preventives

WATSON'S PECTORAL COUGH BALSAM
For Coughs, Colds & Bronchitis
in bottles \$1.00 and \$1.75.

MARTIN'S INFLUENZA MIXTURE
Cold in the head & Catarrh \$1.00 per bottle.

WATSON'S ANTISEPTIC THROAT PASTILLES

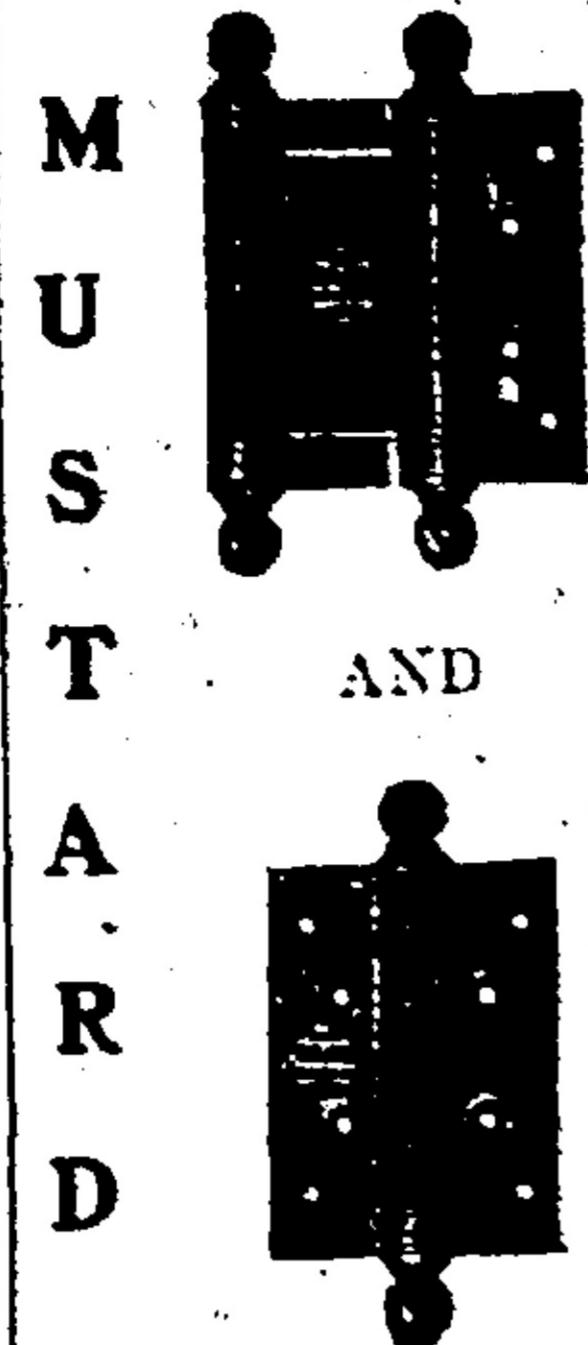
FOR Relaxed & Sore Throat, 50 cts. per tin.

WATSON'S EU-PINE INHALANT
FOR Cold in the head &c., 50 cts. per bottle.

A. S. WATSON & CO., LTD.
ESTABLISHED 81 YEARS.

(CHICAGO)**SPRING HINGES**

DISTRIBUTORS.

17, Connaught Road, Central.
Tel. Central 1186**The Telegraph.**

HONGKONG, 16th Feb., 1924.

SOMETHING CONCRETE.

It is common knowledge by now that the seafaring community in these waters have their own opinion of how the piracy evil should be tackled, and that their point of view is in sharp contrast to the system of "prevention" at present in operation. The important resolutions passed at Shanghai two days ago by the conference of British Chambers of Commerce are remarkable for their close agreement with the maritime fraternity's view of things, and coming as they did from the Hongkong Chamber we may presume that they were drawn up in conjunction with the spokesmen of those who go down to the sea in ships—and meet the pirates. Events seem to move in cycles here. First we had the cycle of piracies and present regulations proving ineffective; next there was the cycle of discussion and tentative suggestions; now perhaps we are at last about to experience the cycle of decision and action.

The main proposal is the one for vesting the whole matter of piracy prevention in the hands of the naval authorities. It is the most obvious procedure, to our minds. There is precedent in Chinese waters, for this activity against pirates by the British Navy, even to the punitive measures suggested. If one goes further back to the early history of the East there is abundant material for a treatise on naval work against pirates. Even in the last century our men-of-war cleaned out many a haunt infested by Chinese and Malay sea-robbers, and the names of Keppel and Brooke will always be associated therewith. The East has become more civilised since, but even in the reign of King George the Fifth we happen to be faced with a menace that troubled the Victorian pioneers; so once again let the Navy tackle the job. There are references in the Chamber of Commerce proposals, however, which draw attention to reforms that the naval service appears to require. We understand, for instance, that certain patrol vessels have no wireless, and that on some of the smaller British warships there are periods when no radio operator

is on duty. If extra men are required, they should be obtained. The increased expenditure which will thus be involved, and which extensive patrolling will in any case require, should be provided for without cavil. It will be a form of insurance due to the taxpayer.

The question of punitive expeditions against pirate nests is considered in some quarters with much shaking of heads—it will be an "infringement of China's territorial integrity," and so forth. All that this matter requires is to set it on the basis of strict propriety is the consent, and better still the co-operation, of the Chinese authorities themselves. This cannot reasonably be withheld at any time, for Chinese nationals are in the long run the biggest sufferers through piratical activities in these waters. Well, the whole subject has now become one for serious consideration by His Majesty's Government. There is even the suggestion by responsible men, who have closely examined the question, that it is a matter of international concern, to which the Powers can no longer remain apparently indifferent. Perhaps we shall shortly see these proposals coming into operation, and then certain clouds which are known to be gathering on the local horizon should be dispersed.

In the Limelight.

Somehow or other, Hongkong is constantly getting in the limelight; and the worst feature of it is that the publicity we get is not altogether of the kind we would most desire. To the folk at Home, this little Colony must appear one of the blackest spots in the Empire, instead of, as it really is, one of the cleanest; and best-ordered of our many possessions. When the Home papers are not reporting piracies from this part of the world, they are able to get good "copy" when Parliament is in session regarding our "girl slaves" or the social evil which is said to be so prevalent here. Lady Astor is the latest M. P. we have to thank for drawing Parliament's attention to our allegedsins. She represents Plymouth, and this fact probably accounts for her keen anxiety that the men of the Navy stationed here should be protected from the evils which one associates with houses of ill-fame. We have no idea whether or not her implied aspersions on the blue-jackets of the China Station are in any sense justified, but we can certainly believe that Jack Tar in the East is no worse in this particular respect than anywhere else. When these men get Home, and if ever they get an opportunity to vote at an election, we rather think they would do their bit towards preventing the return to Parliament of this interfering if well-meaning titled lady. They most certainly do not want any woman member of Parliament to look after their moral well-being.

The Larger Issue.

We are, however, more concerned with Lady Astor's suggestion for the abolition of Hongkong's system of "regulated prostitution" than with her particular interest in the doings of our naval men. It was only a few weeks ago that we had some comments on this somewhat distasteful subject. The stand we then took—and we still adhere to it—is that regulation of this traffic is eminently to be preferred to attempted suppression. It has been found in Shanghai that the gradual closing down of regulated houses there has led to an alarming increase in solicitation in the streets, with the result that respectable women are often accosted and insulted. Attempted abolition only succeeds in diverting the evil into other channels, where it is much more difficult to cope with. That is conceded by all unbiased people who have made a study of the subject. We are therefore hoping that the new Labour Government will not be tempted into any drastic new policies on this matter. Above all, we trust that the fact will somehow be made clear to the Imperial authorities that Hongkong is far from being a sink of iniquity—that it is, in fact, as moral a place as many a town at Home and infinitely more so than some centres in the East.

DAY BY DAY.

AS IT IS THE MARCH OF GREAT MINDS TO SAY MANY THINGS IN A FEW WORDS, SO IT IS THAT OF LITTLE MINDS TO USE MANY WORDS TO SAY NOTHING.—La Rocquefoucauld.

The Gazette contain amended regulations in regard to launches and motor-boats.

The Hon. Mr. E. A. Irving is to distribute the prizes at the Central British School, Kowloon, on Tuesday morning.

The name of Dr. John B. Bourke has been added to the list of medical practitioners. He joins the firm of Drs. Allan, Strahan and Thomas.

It is notified His Honour the Chief Justice has ordered that the next Criminal Sessions be held on Monday, 25th day February, at 10 o'clock in the forenoon.

Messrs. Benjamin and Potts have received advices from Shanghai to the effect that the Shanghai Loan and Investment Co. Ltd. has declared a dividend of 50 cents for the year. The profits amount to Tls. 185,698.

Booking is now open at Murray's for the boxing tournament of the Hongkong Police (light-weight, welterweight, middle weight and light-heavyweight contests) to be held at Volunteer Headquarters on Saturday, Feb. 23rd, at 9 p.m.

Mr. David Boyd McKenzie Bone, of the Tai Kok Dockyard, has been given permission to use in the Colony an invention of "valve gear for direct acting pumps," without prejudice to the Letter Patent to be granted for the said invention.

Owing to the late arrival of the steamer on which "The Quaints" are travelling to Hongkong, their season at the Theatre Royal will open on Friday, the 22nd inst., instead of Thursday as advertised. The opening production will be "The Nine O'clock Revue."

Commenting on the return match between Hongkong and Shanghai in the Interport "soccer" contest, the *North-China Daily News* says: It was really anybody's game from start to finish, and so even that one's congratulations to Shanghai must be tempered with sympathy for the visitors on leaving a flag behind after two of the best and most strenuous games seen in Shanghai for a long time.

A fatal accident occurred yesterday afternoon at Hung Hom about three o'clock, when a Chinese girl aged eleven years was knocked down by a motor bus belonging to the Kai Tak Company and killed. It appears that the victim was one of a party of women and girls who had come from Tsui Wan and visited Kowloon City, being at the time of the accident on their return. They had reached a narrow part of the road when the bus came into sight, and the girl became so confused that she could not escape the bus, one wheel of which passed over her body. On being taken to the Kwong Wah Hospital it was found that life was extinct.

THE PEAK.

When first I came they told me But soon I found they'd sold me I must climb the Peak and take my stand;

Too see a panorama grand Of earth and sky and sea and land Stretched out around on either hand;

I thought I'd take a peek.

Thick clouds of mist enfold me And moisture soaks me coldly: I've climbed the Peak, and here I stand; I cannot see my either hand; Of all things on the sea or land, I find this spot much less than grand.

I'm piqued about the Peak.

Bulls and Inners**From the Office Butts.**

There is no truth in the story that the Rialto is to be removed to Hok Un.

The slight earthquake registered on Monday evening had no relation to the applause at the K. R. A. meeting.

A contemporary refers to a local "pupils apostrophe recital." That's better than a full-stop one.

From the Post—Lighting up time-to-day is at 6.18 p.m. The lantern used will be a Pathé University.

K. R. A. members must have felt highly honoured at Mr. Silva's suggestion to model the new hospital on that of Suva hospital in the Fiji Islands. And they thought they were so progressive too!

If Canton is so really hard up for money, why don't they organise a sweep on the next man likely to be made Civil Governor?

More atrocities for "friends of China." A Northern contemporary reports that Sir F. Aglen has had a week's "peasant shooting" round Nanking.

We hate finnicky folk, but all the same we wish to record the fact that this week a member of the Board of Education split an infinitive.

A doubtful compliment. Chairman at last Monday's K.R.A. meeting—"Mr. Wylie is so well-known to you all, that silence is golden!"

And further—"We have had a variety of secretaries during the past year."

The Peak Tramway Company notifies that a pair of ladies' silk stockings has been found in the tramcar. If wife gets as careless as this, hubby will have to suspend(his) season ticket.

Hongkong has not been represented at the Conference of British Chambers of Commerce in Shanghai. The Hongkong Races take place next week.

Our washermen would soon be rich if they could carry out the schemes figured out on local tablecloths.

There is no truth in the story that Sir Robert Ho Tung will, during his sojourn in England, endeavour to induce Mr. Ramsay Macdonald to sit in at his famous round-table.

It is rumoured that during his stay in Hongkong, Sir Harry Lauder will donate the proceeds of his entertainments towards the reduction of the sum required for the reprovisioning of the garrison at Kowloon.

We suggest that the Boxing Association stage the next brief fight between Chal. Alabaster and Eddie Potter.

Nurses have been conferring at Canton. It is a fine place to learn nursing, especially gunshot wounds and lacerated feelings.

A new record. "Sampan loses twelve lives."

MacWhirter, he's pleased to think that Lauder is coming. He says, at long last the Colony will have an opportunity of hearing pure English.

At first we thought the Automedon which broke the record between Brisbane and Sydney was a new kind of motor car.

Yes it's cold but there's no truth in the story that our wireless man opened the window last night and got Chile.

Our January water return shows a full supply in all reservoirs. Naturally.

Another Chinese general has been arrested by telegram.

Radio Note—From to-day's advertisement it would look as if the Hongkong Hotel had at last succeeded in supplying a permanent wave.

It is stated that the Rajah of Rajahpore will shortly leave Hongkong on a well-earned holiday.

From the Office Butts.

A Kowloon man has sprained his epiglottis. He will recover, but these globe-trotters are flying an alibi.

Funny thing how everybody is going to win a big sweep at the races this year. Next week the majority of them will be feeling unwell—at least, we presume that is what a man means when he says that "his system has gone phut."

Of course, to quote an old saying, "A man who doesn't bet is no better and a man who does is no better."

According to a Shanghai paper, three American schoolboys who stowed away on a President boat "were caught by wireless." Let's hope it wasn't barbed.

There is no truth in the story that Chadwick has strained a cartilage.

We have it on good authority that immediate steps will be taken to provide the necessary daily supply of raw material in Ice House Street.

It all depends. Lloyd George can spill the beans and more likely be considered guilty of an indiscretion. If it had been Poincare, well, we ask you?

The worst of having a broken collar bone is the chance of getting one's picture in the newspapers.

In America a Chinese has for the first time been executed by gas. Our only wonder is that it hasn't taken effect sooner.

When a boro urges you to "step on the gas", don't take him at his word.

We understand that the exhibit for the Horticultural Show will include a new variety of cement plant, entries to be confined to brokers.

Hok-uniform, we presume.

It sometimes cuts two ways. What Manila gained in Major Neville it lost in Mrs. Stubbs.

Cheer up. Dividend time will soon be here.

Marines have landed at Amoy. Bet they'll tell them something.

The worst of better lighting in Kowloon is the people next door can now see you come home.

It's to be hoped that the mark will fall so low that Germany may be induced to toe it.

Truly this is the age of speed. These cold mornings just before you get up you are due at the office.

Beauty Hint! Keep your mouth shut. This will prevent you from getting black eyes.

There is no truth in the story that Dr. Harston included Scotsmen among the longsighted natives of Europe.

Politics do not differ much from any other variety of ticks. They all cause an itch of some kind. In China it is mostly confined to the palm of the hand.

If we were advertising a Cookery Book we'd describe it as a Treatise on the Art of Interior Decoration.

The weather will soon be here for Sun to start thinking of sending another army to Peking.

Mixed metaphors aren't nearly so harmful as mixed drinks.

Doubtless that new store at the Central Police Station will advertise in the Telegraph.

Reuter tells us that Tut aint a coming no more.

This talk of excavations on the Mount of Olives reminds us of a social difficulty—where to put the stones.

It takes a good fisherman to get all the catches in this Military Land business.

It is stated that the Rajah of Rajahpore will shortly leave Hongkong on a well-earned holiday. Our retiring Director of Education Hongkong is just beginning to find out what a fine fellow he is.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

Saturday, the 13th. February, 1924.

(Being the Official Organ of the Hongkong Automobile Association.)

LOCAL MOTOR NOTES & NEWS

We notice quite a number of cars now carrying the heralding of the Association's new badge, which is of quite an attractive design. On the other hand, many private cars are still to be seen with old ones, and we have to hope that the Hon. Secretary of the Association will do his best to assist in getting rid of them.

Reduced prices were given by carrying the Association's badge, unless the fact that it entitles members to some gasoline at reduced prices. We are informed that the present price of Shell-Sonoco of Texaco spirit to members is as follows:

8 Imperial gallons	\$7.10
4 " "	3.55
2 " "	2.80
1 " "	.90

These reduced prices only apply to members of the Association carrying the Association's badge on their cars.

The annual general meeting of the Association will be held during next month, and it is arranged that a special meeting is also to be called for the purpose of taking measures to secure an increase in the annual subscription. This, I think, will be a wise move, enabling the Association to enable to give better facilities to members, which, owing to lack of funds, it cannot at present do. No doubt we will later hear of the possibilities in this direction.

With regard to the powers of the Captain Superintendent of Police to cancel, suspend or endorse licences of motorists, the Hon. Secretary of the local Association is informed by the Government that the maintenance of the present system is necessary to enable the police to control traffic. What the views of the Association's members are on this subject, we do not know, but we cannot help thinking that they will not be prepared to let the matter rest where it is.

What relation the cancelling or suspending of licences has to the police has to the proper control of traffic, we cannot see. The presumption from the Government's attitude is that, inasmuch as such powers at Home are vested in the magistrate, and not the police, there must be inadequate traffic control in the United Kingdom. That, of course, is absurd. The business of the police, as we see the matter is to look out for any infringements of the law, bring the offenders to Court and then leave the rest to the Bench.

The magistrate can surely be depended upon to deal with cases on their merits, cancelling or suspending licences at the circumstances' merit. It is a wrong principle that the police should act as prosecutors and exercise magisterial functions at the same time. Such a system would not be tolerated at Home, and we are looking to the local Association to press for its modification here. Expressions of opinion on the subject by motorists would be appreciated.

THE BRITISH AUTOMOBILE ASSOCIATION.

WHAT IT DOES FOR THE MOTORING FRATERNITY.

HOW IT HELPS MEMBERS "ON THE ROAD."

We have received from the headquarters of the British Automobile Association some interesting particulars of the their beats from morning until sunset, and are thoroughly pleased with the service which this body affords to its members, and below acquainted with all local conditions which affect road users. It will be found some details which will be of interest to their roads are obstructed by fallen trees or telegraph wires, local visitors, especially any who may be going through such obstructions are promptly removed. In addition to knowing all that is known concerning their beats they are familiar with contiguous highways, and are therefore able to measure against unreasonable members local information, police activities on many of the roads between London and the South Coast. The Association has considerably expanded since those days, but it is still primarily an organisation specially equipped for assisting members on the road. It is the largest

and most important body of motorists in the country with which they are acquainted. Their wallets contain other items of use to tourists.

In cases of breakdown, the patrols are not mere sentries on the highways. They patrol the roadsides, in patrols' sentry boxes. Others are located at cross roads, sharp corners, and similar danger points. In addition, new sentry boxes are being erected in districts where telephones are scarce, and on roads passing through lonely areas.

All the roadside telephone boxes have been adapted for use by members at any hour of the day or night. After dark, the exterior "Phone" signs are illuminated to enable members to find them.

The boxes are fitted with spring locks of a standard pattern, and keys of an exclusive rolling, are available to members of the Association. With this key any of the telephones can be used at any time, whether the patrol in charge is on duty or not.

ROADSIDE FUEL SUPPLY STATIONS.

Eight up-to-date roadside motor spirit bulk storage stations have been installed for the convenience of members requiring fuel en route. The one at Aldermaston was the first of its kind in Great Britain.

The installations consist of a storage tank and delivery pump. In addition, water is supplied for the filling of radiators and a roadside telephone is fixed at each station.

ROAD SERVICE OUTFITS.

The latest extension to the patrol system is the provision of motor cycles fitted with sidecars, carrying fuel, oil, and tools necessary for assisting cars or motor cycles to proceed on their way.

These machines are driven by men able to assist with minor adjustments.

FOREIGN TOURING.

Members going abroad with their cars or motor cycles are supplied with routes for their tours also triptyques and *cartes de passage*, which enable them to avoid the trouble, delay and expense of depositing duties on the frontiers.

The transport of motor vehicles to any foreign port is arranged: A. A. representatives meet members at Continental ports, and A. A. supervisors and interpreters are stationed at Newhaven, Dover, Folkestone, and Southampton to help members who travel by these routes.

The Association has invited a scheme, under which members pay a small cash deposit only in respect of Customs dues on cars entering a foreign country, an approved Bankers' Indemnity being accepted for the balance of the duty.

HOME TOURING.

The Association provides all possible assistance to members touring with their cars, motor cycles, or cycle-cars in Great Britain and Ireland.

Routes are specially prepared to meet the requirements of individual members, under the supervision of touring experts who have personal and reliable knowledge of the districts suggested.

Each itinerary, whether place to place or for a tour, is drawn up separately according to the member's own stated wishes.

Doubtful turnings are shown and in all cases intermediate distances, as well as total, are given.

During the height of the tourist season considerably over 2,500 routes per week are supplied to touring members.

CLUTCH PEDAL

Dodge Bros. Improvement.

There is one improvement in Dodge-Brothers' motor cars which prospective purchasers pass over without much comment when it is being explained to them, but which they all speak of with real enthusiasm.

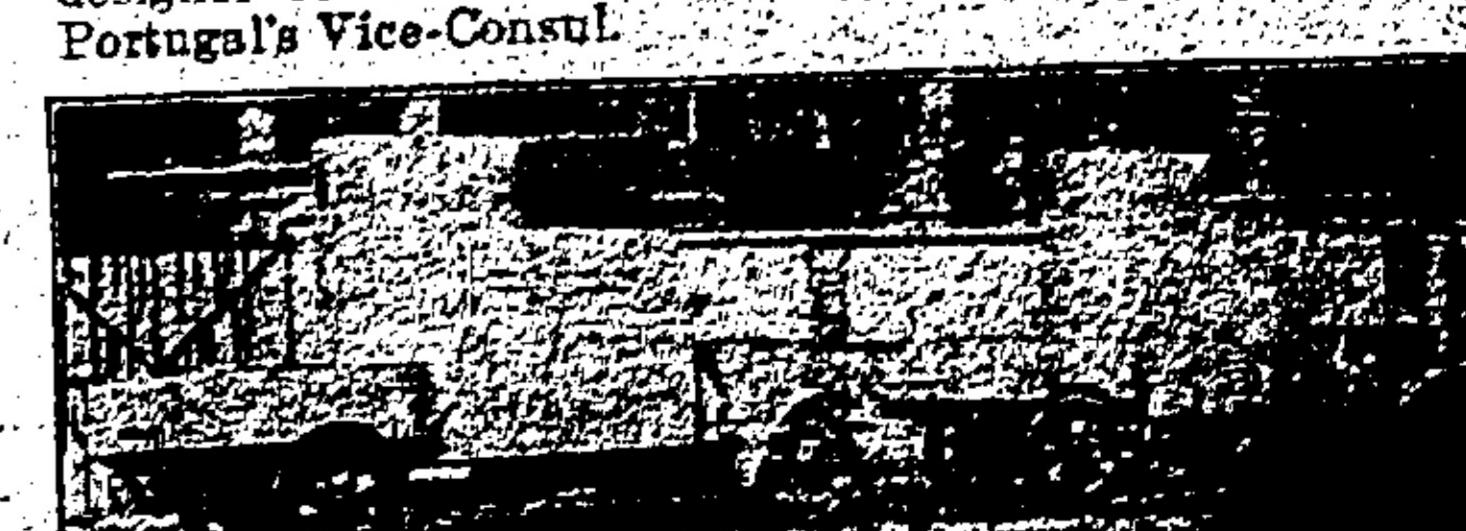
Four Fords, to be driven by Birdine, Salaman, Nazzaro, and another whose name is not mentioned, and three Sunbeam, with Lee (Lioness), Rusta and Diva drivers, have been entered according to the Draxor Motor Car Company, Ltd., local Dodge Brothers dealers. This is the remarkable ease with which the clutch lever is now controlled, due to a change in leverage between the foot pedal and clutch proper.

"Not having had to exert themselves unduly in manipulating the clutch pedal on Dodge Brothers' cars of past years, owners and visitors do not seem greatly excited over this apparently unimportant change," said the dealer. "However, once they get in traffic and find how easy it is let the clutch in and out, without tiring the foot in the least, they understand and appreciate what has been done. This is particularly true of ladies, to whom a stiff clutch pedal is a source of much annoyance. There are dozens of similar minor improvements, in addition to the major refinements with which nearly every one is now familiar."

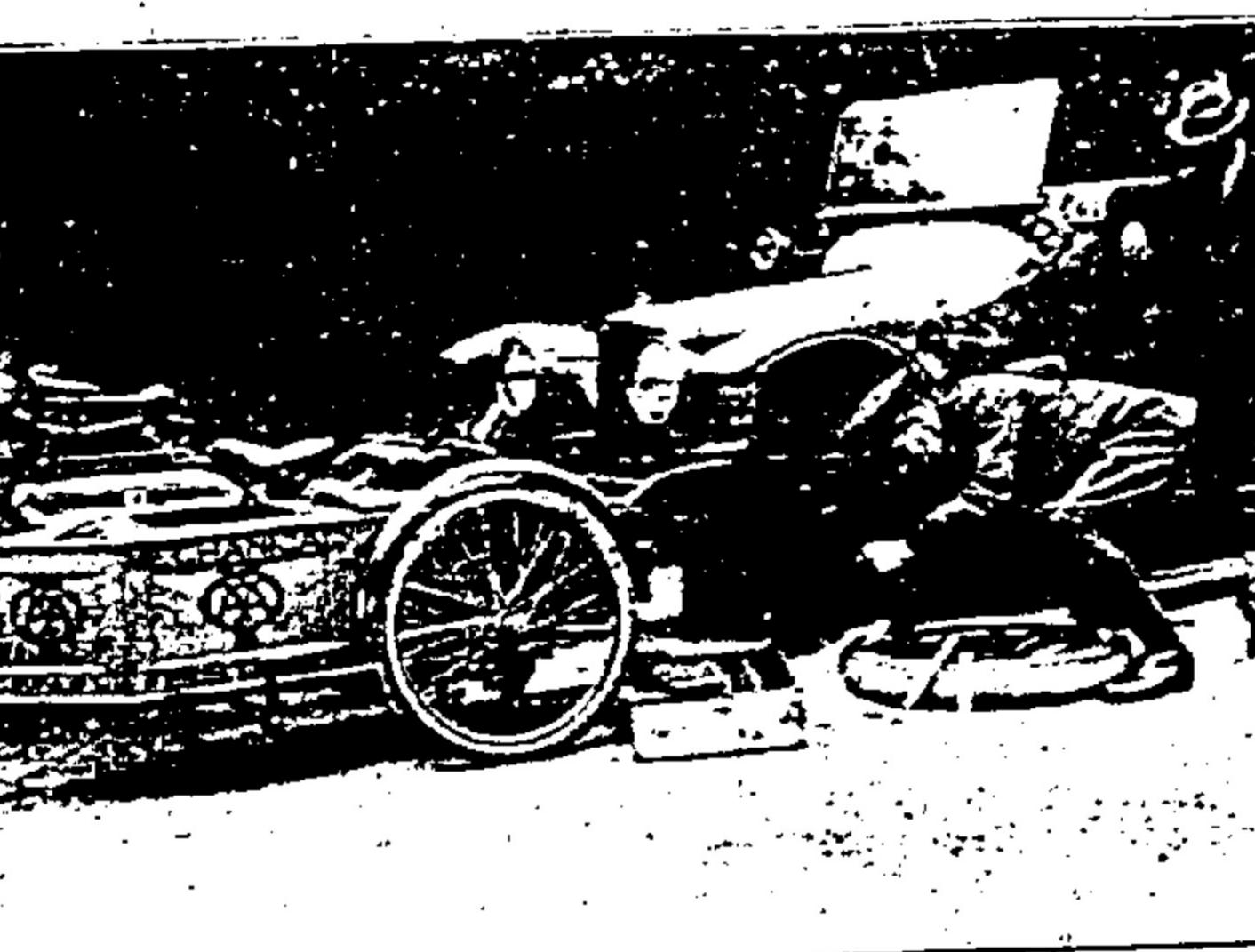
ARMoured CARS FOR MACAO.



One of an order of armored cars that were built in Shanghai on Thornycroft BT 2-ton chassis to the order of the Macao Government. Left to right—Consul-General for Portugal A. Casanova, Sir Charles De Costa, Mr. S. Howard, technical expert of John L. Thornycroft & Co., Ltd., and Portugal's Vice-Consul.



Two more of the armored cars ordered by the Macao Government. The superstructure is made of 3/16 in. bullet-proof steel and is capable of making 18 m.p.h.



"FIRST AID" OUTFIT RENDERING ASSISTANCE.

We have noticed several complaints from drivers in general, and motor cyclists in particular, concerning the bad condition of the roads on various parts of the island at present. Unfortunately, it has to be admitted that many of these complaints are fully justified, and that motor cycling, at any rate, is shorn of most of its pleasure in consequence. Riding through Shaukiwan is certainly a grueling experience, while a portion of the Stubbs Road is covered several inches deep with rough, tattered thorns, which constitute a serious danger to "sofa" cyclists.

THE A.A. PATROLS.

One great advantage of membership of the A.A. is undoubtedly the right of the member to the service of the khaki-clad A.A. patrols. These men are distributed along the principal main roads, enabling local members to obtain prompt assistance in all matters.

THE A.A. PATROLS.

It has been the custom to show

red lights at either end of the road at night, but these were absent last Wednesday, with the result that at least one cyclist, to our knowledge, suddenly found himself floundering about in deep ruts in the loose stones, resulting in quite a nasty fall. The present rate of progress and the method employed can hardly be said to be satisfactory, and it is to be hoped that the authorities concerned will make an effort to speed up this work. We can hardly blame the typhoon now!

Everyone must have noted of late the increasing number of new Buicks models to be seen on the road locally. These cars are certainly growing in popularity, and they are a credit to their manufacturers, embodying all the latest devices, including four-wheel brakes. We understand that there have been large sales of Buicks here during the past few months, and that more are now on the way to Hongkong to fulfil further orders. Smart in appearance and most capable machines, the Buicks have evidently come to stay.



HELPING A STRANDED MOTORIST.

roads of the country, and in certain cases on by-roads much frequented by motorists. When the organisation is at its full strength during the touring season, it is almost impossible for motor-vehicle users to take an important road which is not patrolled by the Association.

In the event of personal injuries, following accidents, their first-aid wallets, which they are fully qualified to use, will enable them to do what is necessary while medical assistance, if such is called for, is being obtained. Even the awkward contingency of an empty petrol or water tank

Firestone

A multitude of car owners responding to the standard of value set by the Firestone Gum Dipped Cords are showing their unwillingness to speculate further on quality of less certain dependability.

Most Miles Per Dollar

DISTRIBUTORS:

The DRAGON MOTOR CAR Co., Ltd.

1 Ton THE GRAY TRUCK. 1 Ton

We are pleased to announce the addition to our agencies of The Gray Truck.

The Gray Truck Chassis is a sturdy, thoroughly dependable job with every part designed and built especially for truck purposes.

The Gray Truck represents the very last word in up-to-date light truck construction, where speed and minimum delivery cost per mile are absolutely essential.

Specifications, aside from its heavier construction for truck purposes, are essentially the same as those which have brought to Gray passenger cars THE WORLD'S ECONOMY RECORD.

33.8 MILES PER GALLON

on a run from New York to San Francisco.

THE GRAY TRUCK CHASSIS

is fully equipped with Generator, starter, battery, drum head lights, dimmers tail light, front fenders, and complete tool equipment.

Specification and Prices from

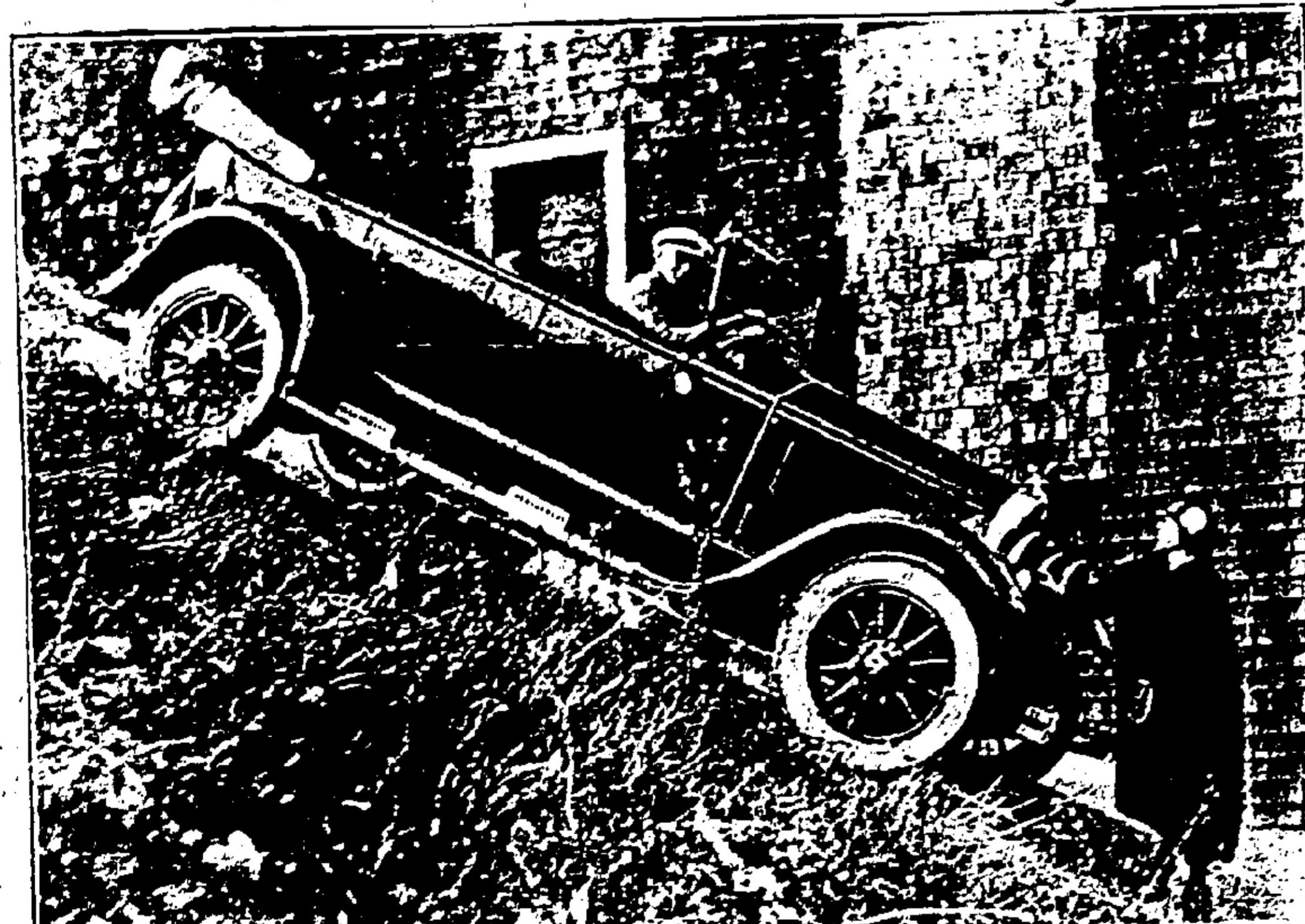
Hongkong Hotel Garage.

Queen's Road,
Show Rooms

Tel. 32

The Hongkong and Shanghai Hotels Ltd.

FACTS THAT SPEAK FOR THEMSELVES



1924

OFFICIAL POLICE
BRAKING LIMITS
(Tests always car
ried out dry
roads)

BUICK PERFORMANCE
ON DRY ROADS

BUICK PERFORMANCE
ON WET ROADS

10 m.p.h. 9' 2"	10 m.p.h. took 2'	10 m.p.h. took 3' 11"
15 m.p.h. 20' 8"	15 m.p.h. " 10' 2"	15 m.p.h. " 11' 9"
20 m.p.h. 27'	20 m.p.h. " 16' 8 1/2"	20 m.p.h. " 20' 8"
25 m.p.h. 38'	25 m.p.h. " 27' 1/2"	25 m.p.h. " 29' 9"
30 m.p.h. 83' 3"	30 m.p.h. " 33' 8 1/2"	30 m.p.h. " 42' 9"
35 m.p.h. 113'	35 m.p.h. " 41' 3 1/2"	35 m.p.h. " 59' 1"

(Speedometers were tested before and after the test and were found to be registered correctly.)

1924

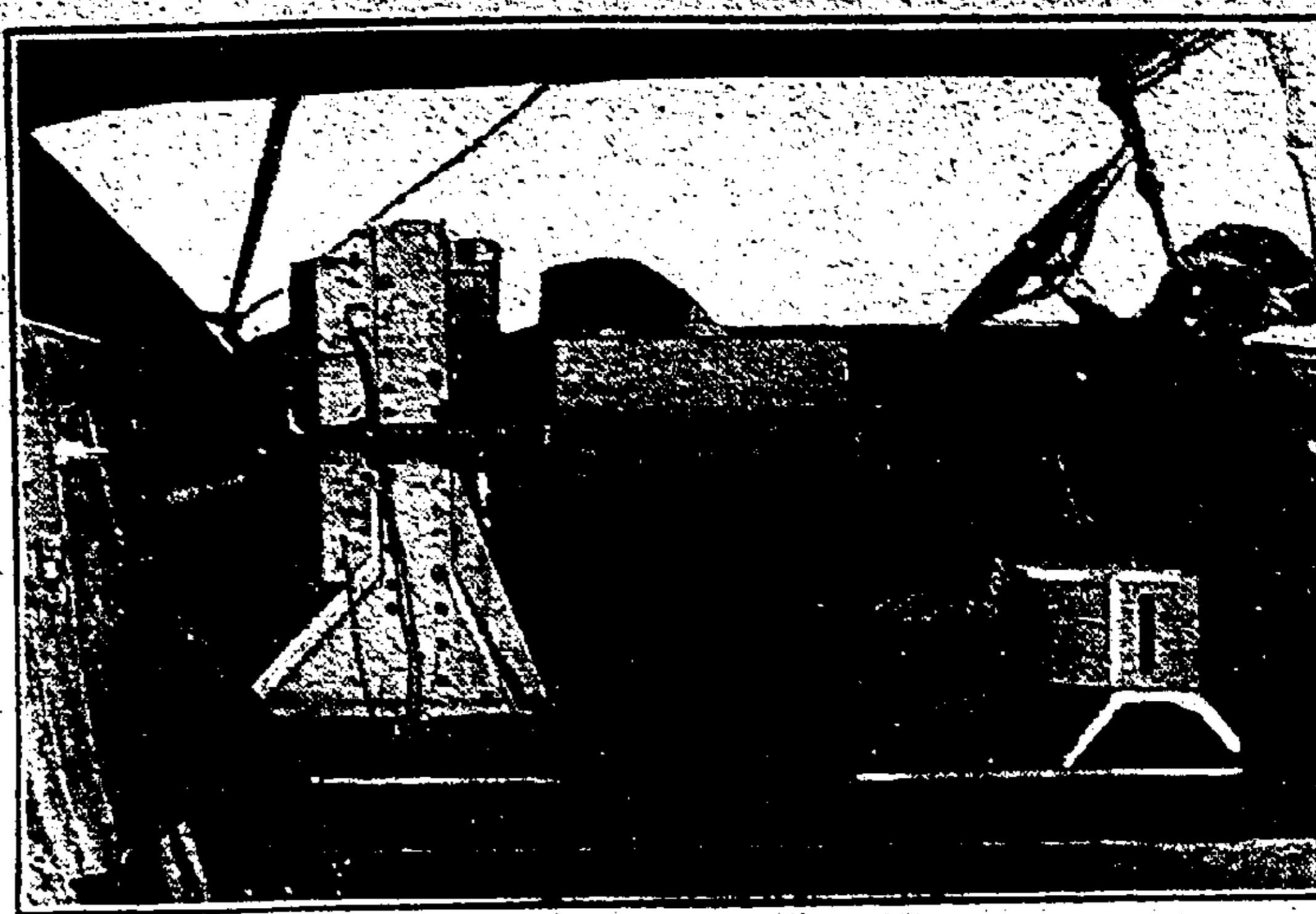
Four wheel
brakes

BUICKS

THE HONGKONG & KOWLOON TAXI-CAB CO., LTD.

INTERESTING TESTS OF MOTORS

New Equipment and What It Does



INTERIOR OF THE BUREAU OF STANDARDS TEST CAR, SHOWING FLOWMETER IN FRONT, FOR RECORDING GAS CONSUMPTION, AND MULTIPLE RECORDER IN REAR, FOR REGISTERING GENERAL CAR PERFORMANCE

Washington, Jan. 8.—Lower gas consumption, more dependable braking, easier riding. To these three factors of prime importance in motorizing development, the United States Bureau of Standards may be expected to make important contributions during 1924.

With new equipment that has been developed by experts of the bureau's automotive division, studies of engine and brake performance and of riding qualities can be carried on to a nicety never before possible.

From the standpoint of safety, the formulation of standardized braking requirements is perhaps the most important one before the automotive industry, experts of the bureau agree. With the development of four-wheel brakes and their ability to "set the car up on the radiator cap" by short stops, there is danger that drivers will demand unreasonable short stopping distances.

In recommending adoption of

brake regulations, the guiding factor should be the effectiveness of brakes under ordinary conditions they hold.

SPECIAL INSTRUMENT.

To determine the relative efficiency of various braking systems, brake materials, etc. Dr. W. F. James, chief of the automotive division of the bureau, has devised a "decelerometer," which measures the slowing effect, or deceleration, of brakes under all conditions. Tests now being carried on include studies not only of braking systems and materials, but also of the comparative braking efficiency of balloon and high-pressure tires.

The desirability of brake equalizers, which would give the same grip to brakes on both sides, also is being studied. From these studies, it is planned to work out a set of reasonable brake regulations which may contribute materially in reducing auto accidents.

In developing easier riding qualities in cars, particular attention is being given both the spring suspension and tire equipment. Tests with the new low-pressure "balloon" tires are being conducted to determine their relative rolling resistance, their effect on braking and steering and general car performance. If these tests show their easy-riding qualities are not offset by other conditions, the general design of spring suspension can be altered to provide a much more smooth-riding car than any now on the market.

GASOLINE TESTS.

With the decline in prices of gasoline, there has been a decrease in interest as to methods for reducing gas consumption, bureau authorities state. But this condition is recognized as temporary, since the available supplies of gas are certain to make greater economies in fuel important within the next few years.

Decided economies can be effected, bureau scientists declare through improvements in carburetor, manifold and transmission designs and by better lubrication. The American's unwillingness to shift gears, his demand for a car which will take him up all hills in high gear, an engine which is always ready for maximum performance, wastes hundreds of millions of gallons of gas annually. Carburetors are adjusted to give good performance under the worst conditions, with the result that richer mixture

than necessary is supplied under normal conditions.

LUBRICATION.

Just now the bureau is working out, for the motor transport corps of the army, recommendations with respect to lubrication and lubricating mediums. Much of the overhaul expense of a motor is due to faulty lubrication.

The bureau's present study covers the question of what oil characteristics influence the rate at which carbon is formed. It is hoped simple tests may be standardized by which the motorist can estimate to what extent carbon formation is back of his engine troubles.

On this point it has been established that the rate of carbon formation depends to a large extent on the temperature of the metal parts with which the oil comes in contact. There is a point at which carbon forms rapidly. If the temperatures at these points are too high or too low for carbonization, little carbon is formed.

To assist the bureau's studies of motor performance, bureau scientists put them through tests not unlike that of a physician who takes your temperature, records your pulse, sounds your lungs and otherwise gets a full record of your anatomy and its performance before making a diagnosis.

With a decelerometer under the front seat, to gauge brake efficiency, a flowmeter camera at the driver's feet, picturing every drop of gas that goes to the carburetor, an air gauge on the tonneau to register the temperatures of air, gas and water

MOTOR BUS ENGINES

Some Instructive Figures.

As an indication of the reliability of modern omnibus engines, some instructive figures have been supplied by the garage superintendent of the Edinburgh Corporation Tramways Department, which possesses the largest municipal bus fleet in Great Britain.

Between May 8, 1922, and September 15, 1923, a model "S" A.E.C. bus covered 45,342 miles, during which period the engine was never once taken down. A provincial "S" type double-decker, ran 32,316 miles between October 8, 1922, and September 15, 1923; another A.E.C. of similar pattern, covered 35,218 miles, between June 3, 1922, and September 15, 1923. In neither case have the A.E.C. engines been taken down.

Of course, the necessary running adjustments have been made from time to time, but beyond these, which are merely part of a properly organised maintenance system, the A.E.C. engines have received no attention whatsoever.

SAFETY FIRST.

Good four wheel brakes, are an excellent aid to road safety. Good foresight is even better. It can be cultivated by careful observation.

TRIUMPH
1924 Model Motor Cycles.

Just Arrived

4 H.P. Triumphs Model S.D. equipped ready for the road with

Electric Magdyno Lighting Set

Roller Chain Drive, 3 inch Tires.

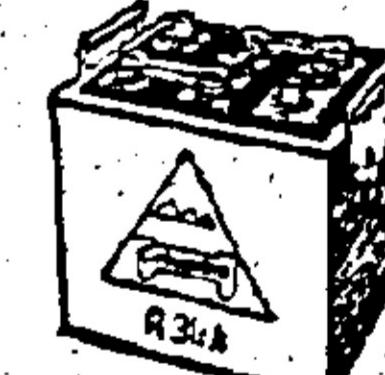
Price:—H. K. \$800.

SOLE AGENTS:—

Alex. Ross & Company,
(China) Ltd.

Bank of China Building, Duddell Street.

Telephone C. 2487.



We will promptly build you a battery from our large stock of Columbia battery parts and to your precise requirements, provided we do not have in stock the exact battery you need.

Columbia
Storage Batteries

YOUR NEXT BATTERY SHOULD BE A COLUMBIA!

THE DRAGON MOTOR CAR COMPANY, LTD.

Expert and Constant European Supervision

Telephone Central 3850.

A. J. Allison, Service Manager.

LYMPNE GLIDER CONTEST

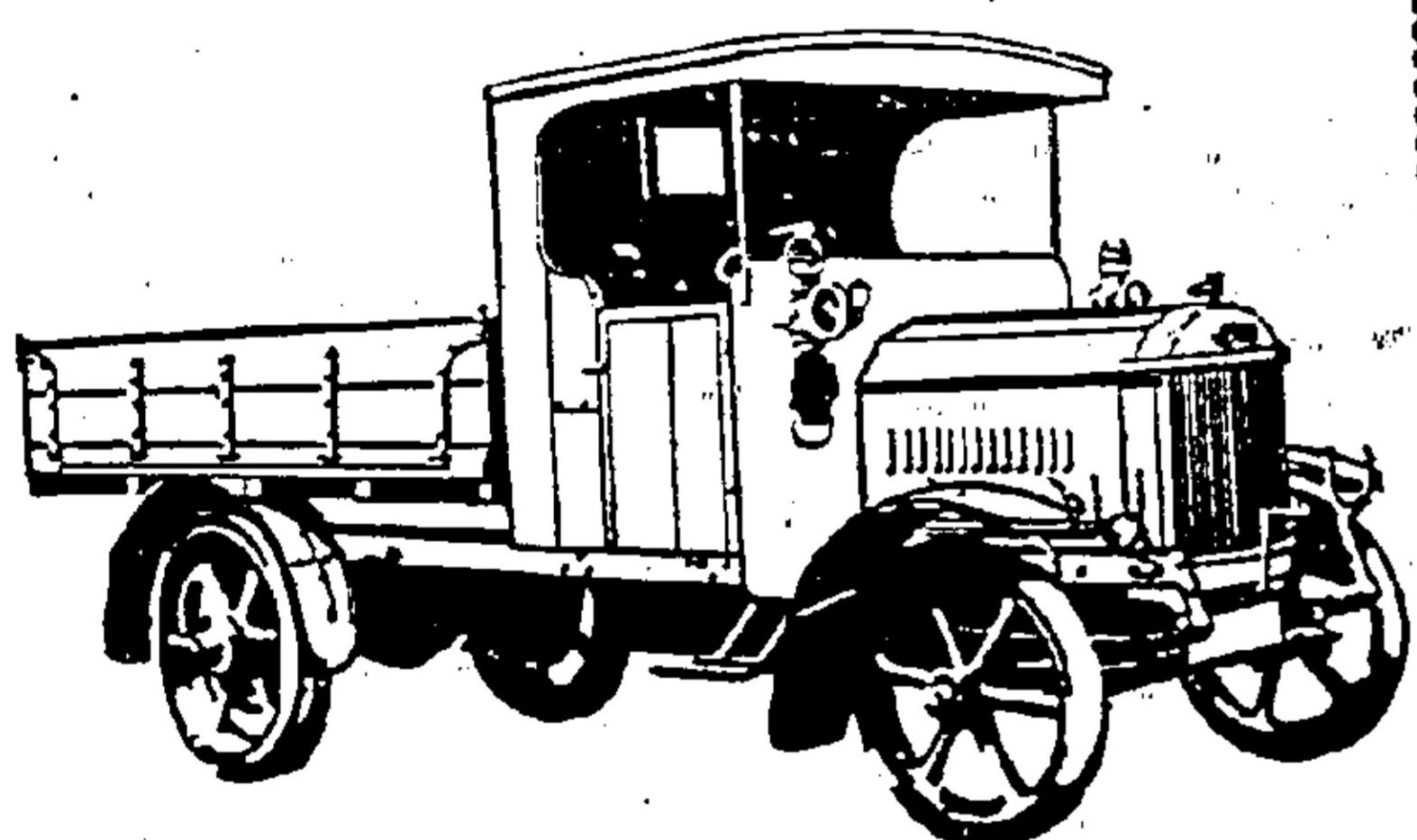
87½ MILESflown on 1 gallon
of Shell!

Flight-Lieut. W. H. Longton, in his great achievement on a Wren Mono-plane, in the "Daily Mail" £1,000 Prize Glider Contest at Lympne, used

SHELL
SPIRIT

PERFORMANCE IS PROOF!

THE ASIATIC PETROLEUM CO., LTD.

Dennis
MOTORS

As used by The Hongkong Government.

2-2½ ton truck chassis

THE TRUCK WHICH HAS PROVED ITS WORTH IN HONG KONG

SOLE AGENTS.

Alex. Ross & Company
(China) Limited.BANK OF CHINA BUILDING, DUDDELL STREET.
TELEPHONE C. 2487.**NERACAR**THE LIGHT WEIGHT MOTOR CYCLE
WITHOUT A PEER.

You can go as you are on the "NERACAR". Wide fenders and broad deck protect your clothing from dirt, dust, oil and grease. It is in every respect a gentlemen's motor cycle.

Strongly built, safe and economical, it is capable of doing 115 miles to the gallon of gas and 35 miles per hour—plenty enough speed.

DE SOUSA & CO.

Sole Agents for South China.
2nd Floor, St. George's Building,
Telephone No. Central 1284.



DRIVING A CLOSED CAR.

FIRST RACES IN JAPAN.

Where Care is Necessary.

GOOD WORK BY OAKLANDS.

Commenting on the fact that closed cars admittedly require more care in driving than open cars, a writer in a Home paper says:—I would elaborate the need for greater care in all steering movements, more particularly a right-hand turn.

For such steering movements you should always give yourself plenty of time to look in the mirror—I mean the driving mirror only of course, in case any lady readers should think I mean such moments opportune for admiring their personal charms!

Never dash up to a corner, take a last moment's glance in the driving mirror, and swing round the corner. That's how accidents happen.

THE RIGHT-HAND TURN.

You know when you want to take a turn, and it is just as easy to commence procedure for taking it correctly at, say, 100 yards before you come it, as it is to do so incorrectly only 10 yards from the actual corner.

This is the prescription. At about 100 yards from the corner satisfy yourself as to the position in front of you. If it is not quite "easy" and open, slow down a little, when it will soon become so.

You can then devote a second or two for an adequate place in the driving mirror. If there is someone following immediately behind you, put out your arm to indicate your intention of turning. You should then commence to work your way gradually towards the right-hand side of the road, without, of course, inconveniencing oncoming traffic. This gradual moving over will make your intention clear to any faster following traffic which may have begun to overtake you since you glanced in the mirror.

THE HAND SIGNAL.

Unless the circumstances are such that I can make absolutely certain about everything which is going on immediately at the rear of the car, I always signal with my arm for a right-hand turn. If the road is quite clear in front and you have sufficient time to make quite sure that it is clear behind, well there's nothing to signal to. But it is just as well to do so as a habit.

But for closed car driving the most useful signal of all is the one which our highly ingenious officialdom quite forgot to mention! The gradual moving over of your car to the left or right, concurrently with slowing it down gradually, makes your intended corner at once apparent to other road users.

Another point to be considered in closed car driving is visibility. Badly positioned and too large corner posts should be avoided. Last year many cars sinned badly in this respect, but there is a general improvement in this season's models.

HINTS ON EQUIPMENT.

There is also the question of driving in rain, with particular reference to the difficulties of night driving in such circumstances. You must either fit an automatic windscreen wiper in the equipment, or be prepared to drive with the windscreen partially opened.

Every manufacturer of a saloon type car should standardise an automatic windscreen wiper in the equipment, more especially if the car is to be owner driven.

And a sun glare visor is also a very useful fitting, and should automatically find a place in the equipment of such cars.

But though one may specify such aids to safety first driving as peculiarly desirable on all enclosed cars, there is really no notable difference in driving.

DUNLOP
CORDS

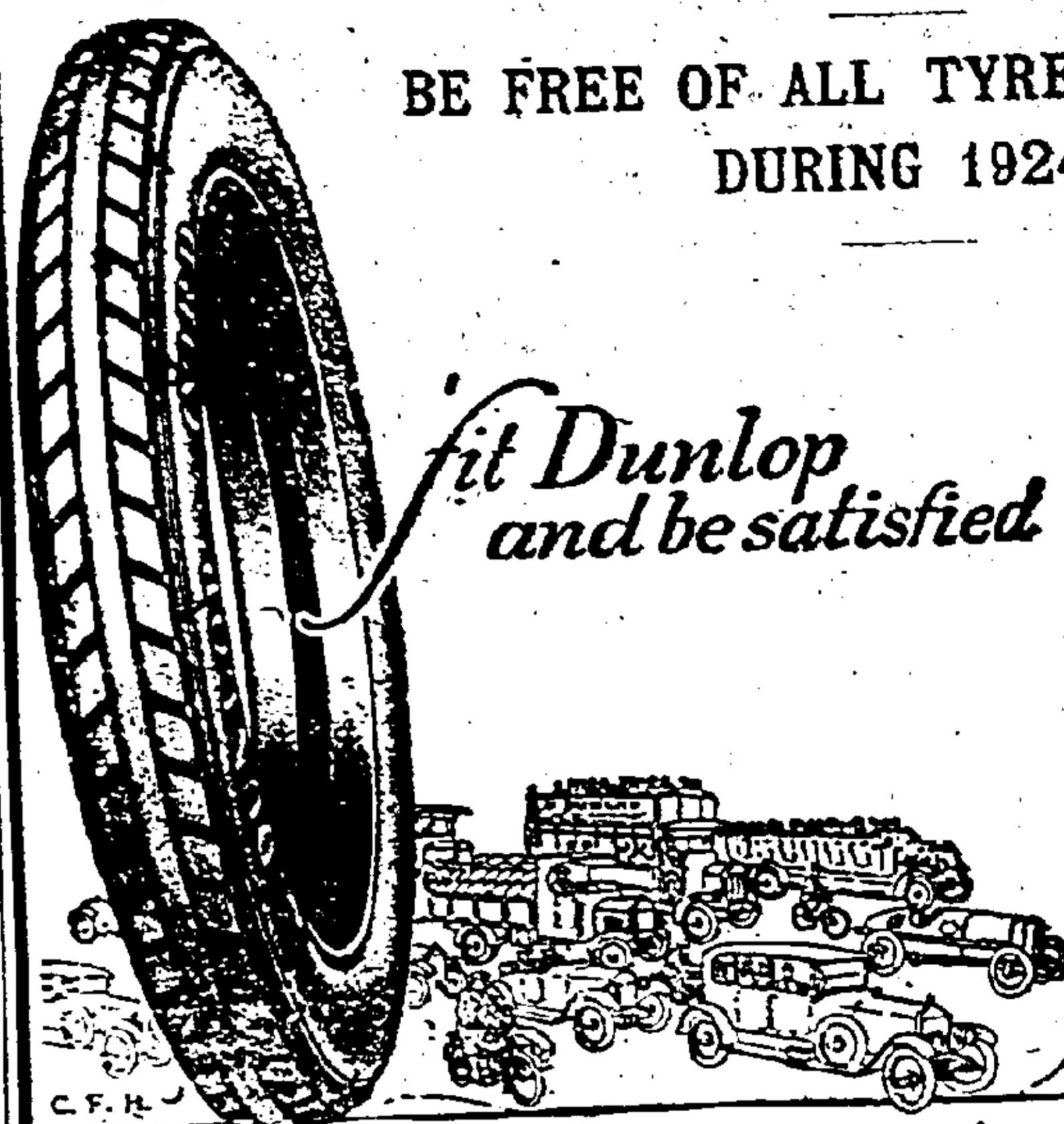
for Motor Car or Motorcycle

THE size of your tyre bills depends upon how much mileage you get out of your tyres. **Watch Them.** Fit a Dunlop Cord next time. Note how much longer it last than other tyres. The test of its merit is on your car, not in our argument.

BE FREE OF ALL TYRE TROUBLES
DURING 1924.

AS SUPPLIED TO
THE HONGKONG
GOVERNMENT.

Obtainable in all sizes
from stocks carried by
The Hongkong and
Kawloon Taxicab Co.,
Ltd. Kowloon, and J.
Gibbs & Co. Alexandra
Buildings. C.704 (Sun-
days) & Holidays C.633.



*fit Dunlop
and be satisfied*

DUNLOP

Rubber Co. (China Ltd.)

Founders throughout the World of the
Pneumatic Tyre Industry.c/o SHEWAN TOMES & Co., Ltd.
Hongkong! — Phone C.4554

fitted with four-wheel brakes, and each with limousine landauette body, and two 16-40 h.p. 4-cylinder models, one with limousine body and the other with an open touring body.

These four cars are particularly handsome examples of Sunbeam craftsmanship. They are painted a beautiful shade of bright blue and lined with fine red lines. On the front of the radiator of each car is a nickel-plated crown.

SUNBEAM CARS.

For New Governor
of Bombay.

and at the rear is a similar crown emblazoned in colour. An additional crown is also affixed to the radiator caps, but this is only used when the Governor himself is actually in the car. A plain radiator cap is used on other occasions. To ensure prompt recognition of the Governor's car at night time a green electric bulb is fitted in the head of the car immediately above the windscreen.

**OVER 90% OF ONE MILLION
STILL IN SERVICE**

Since delivering their first car, early in December 1914 Dodge Brothers have manufactured and sold one million motor vehicles

Over 90% of all these cars are still in active service.

This striking fact stands alone—a unique and overwhelming tribute to the principles and methods responsible for a product of such enduring worth.

The price of the Standard Model 5-passenger Touring Car, complete with Magneto and with five Cord Tyres is \$240.

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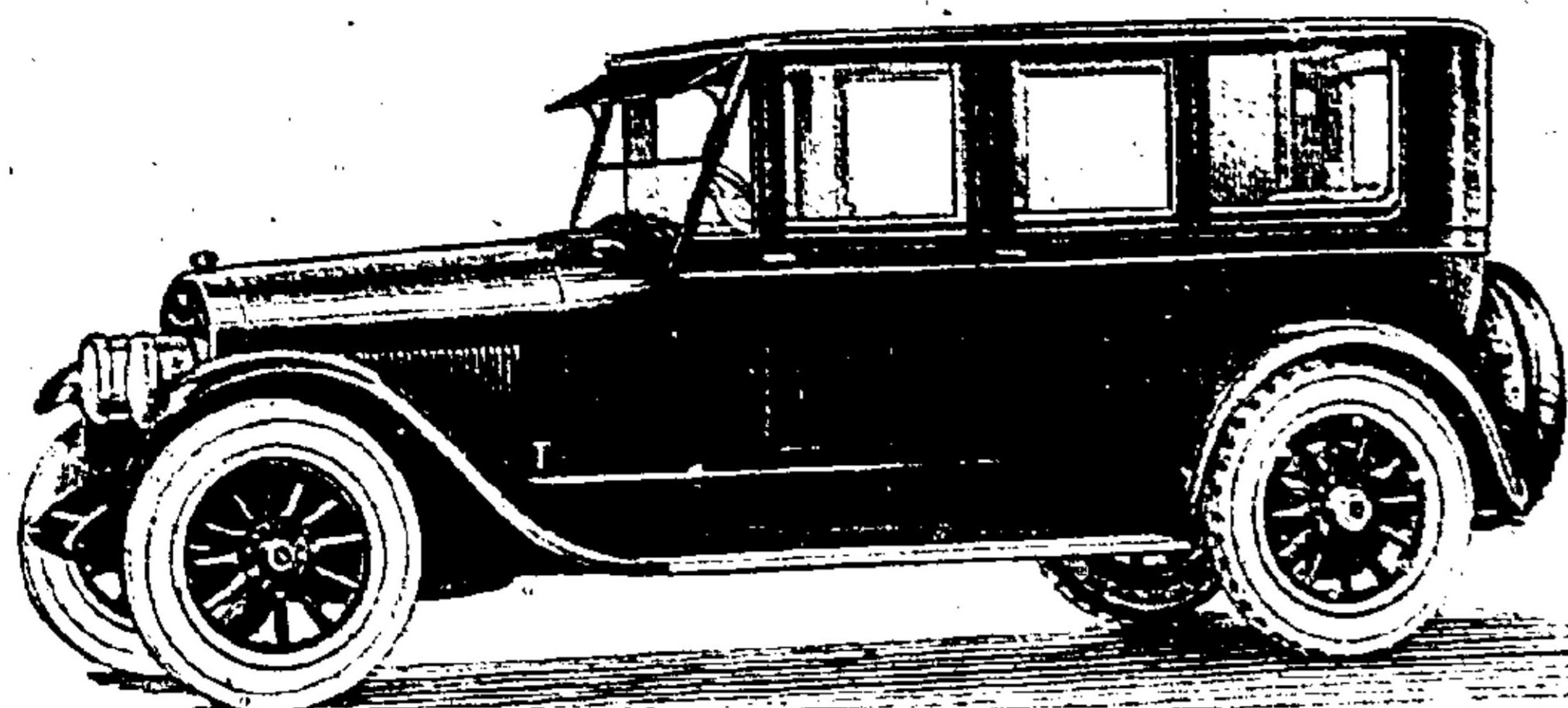
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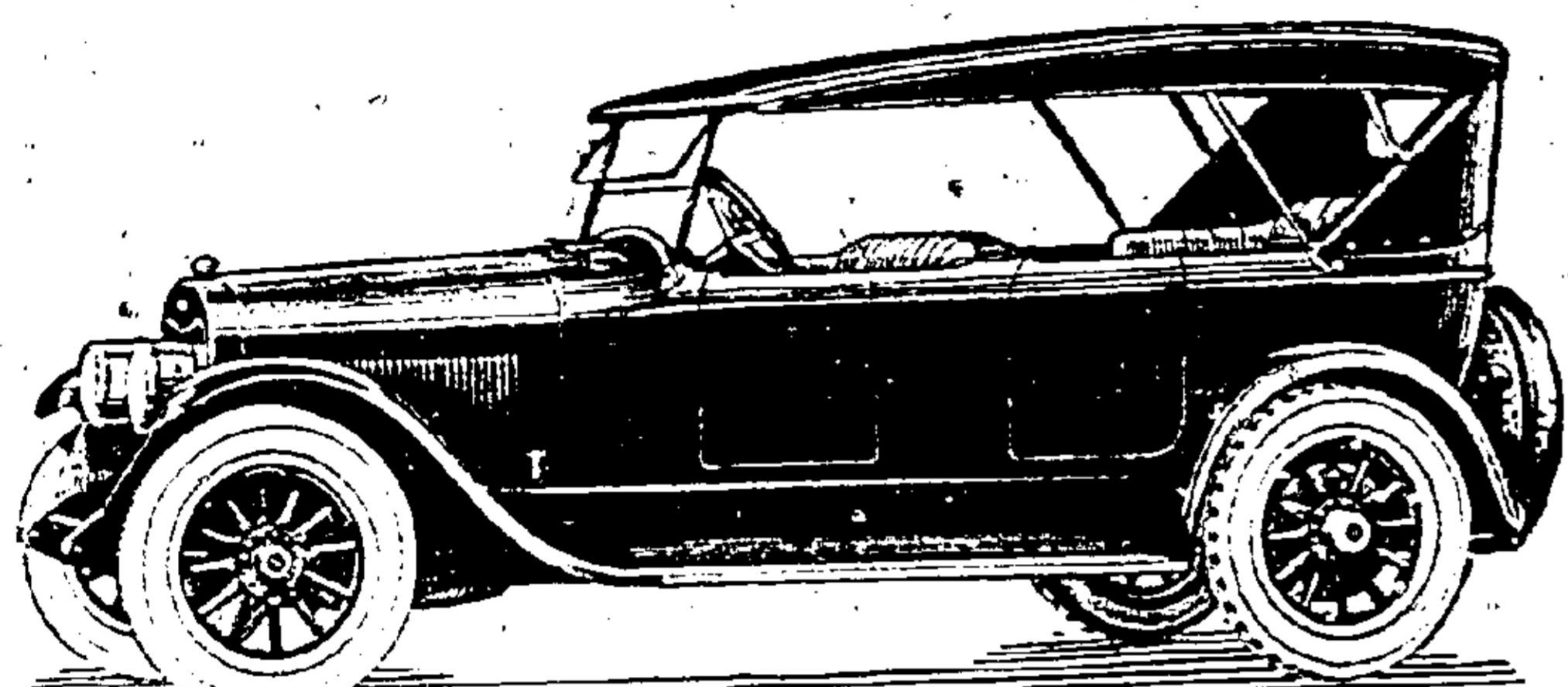
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LINCOLN CAR.

DOES A FINE RUN.

A Lincoln car is credited with the fastest run on record between police headquarters at South Bend, Indiana, and the State House at Indianapolis. The trip of 155.7 miles was made in 165 minutes, an average of close on a mile a minute, despite frequent slow-downs in cities and towns along the way and occasional pauses and stops due to traffic and road conditions.

The car was commanded by the Chief of Police, Mr. Laurence J. Lane, recently in order to secure the Governor's signature to extradition papers which were urgently needed.

Mr. W. W. Farrar, Lincoln sales manager for W. B. Hinkley, Inc., South Bend Ford dealers, piloted the car on the flying trip to the capital.

FORD FIGURES.

ASTOUNDING PRODUCTION.

Detroit, Mich., Dec. 20.—Between June 8 and December 7, the Ford Motor Company produced 4,111,111 motors at its Highland Park plant here.

On June 8, Motor No. 1,000,000 went off the assembly line and was shipped to Los Angeles. On December 7, Motor No. 8,888,888 was completed and was shipped to Chicago.

FUTURE PROSPECTS.

It appears that an American statistician calculates that with an output of five million cars annually, the number in use should soon be thirty-five millions, and states that no such number of cars can be used in a country that has only twenty-one million twofers and twenty-five million families. This is reprinted from a New York paper with the statement that there is no reason to expect any limitation to the motor industry in America by reason of a limitation in the number of tweefers.

The wife of a Boston banker given a newly-wedded couple three years ago has not been married. She said: "You will get more happiness, health and pleasure out of a motorcar than out of a dwelling. Rent a flat and buy a motor car."

DEWAR TROPHY.

The Dewar Challenge Trophy, awarded annually by the Royal Automobile Club for the most meritorious performance held under the general regulations for official certified trials, between October 15 in one year, and October 14 in the following year, has been awarded to the Rapson Tyre and Jack Company, Ltd. The tyres were fitted to a 49-50 h.p. car, having a weight, laden, of 2½ tons—quite a commercial transport wagon. The trial was held upon the club's standard route, the weather being good, and the roads fair. The tyres were inflated to a pressure of 45 lb per sq. in. One of the tyres covered the full distance of 40,000 miles. The other three ran 32,477 miles; 32,115 miles and 31,251 miles respectively.

WHY THE ENGINE "BACKFIRES."

CAUSES AND REMEDIES.

Either as a result of the recent snow, and the fact that quite a number of people are now taking to the wheel for the first time, or by sheer coincidence, the "backfiring" problem has been rather prominently brought to my notice during the last few days, says Capt. E. de Normantville in the *Daily Chronicle*.

And, as I gather that the reasons for backfires are not so thoroughly understood as is desirable, perhaps better-informed readers will forgive me if I devote a little space to an elementary subject.

In the first place, then, what are the precise operations that cause a backfire to take place? Most of you know, of course, that the main cause is an attempt to start the engine with the ignition too far advanced. But do you know just what this signifies?

HARLY AND LATE IGNITION.

On the second stroke of what is known as the four-stroke cycle—that is, the cycle upon which the majority of engines operate—ignition, compression, bring exhaust, the piston is forced upwards with both valves closed, and the previously drawn explosive mixture, which normally almost fills the cylinder, is compressed into the decreasing space between the head of the piston and the top of the cylinder.

The succeeding down-stroke is the power stroke, and according to whether you allow (with the ignition lever) the spark to take place exactly at the instant the piston reaches the top of its upward travel, or whether you time it to occur just after this "dead centre," so the ignition is said to be "advanced" or "retarded," or, alternatively, "early" or "late."

FIRING POINT FOR EFFICIENCY.

The idea is that the most powerful explosion is obtained when the mixture is fired at the moment of greatest compression—that is, actually at the dead centre. But as the flame does not occur instantaneously, but takes an appreciable time to spread throughout the gas, it is necessary to make the spark just a shade too soon, so that by the time combustion is complete the resultant expansion shall be exerting all its force upon the head of the piston at the beginning of its down stroke.

You will see, therefore, that the critical factors are speed of combustion and engine speeds. If the engine is not running fast enough to carry the piston past the dead centre by the time combustion is complete, some of the force of the explosion will be wasted on the piston, in the shape of back pressure, while it is still endeavouring to travel upward on its compression stroke.

By thus reversing the thrust on the connecting rod bearings, this back pressure causes the "knocking" that is accepted as a warning of too much "advance."

The degree of advance, therefore, must be nicely adjusted in relation to the speed and the actual work of the engine at any given moment, in conjunction with the "combustibility" of the mixture that is being used.

Coming now to backfires of the wristbreaking variety, these occur when the engine speed is so low—as when it is being started up by hand—that there is not sufficient momentum to overcome

THE MOTOR YEAR.

SOME OUTSTANDING FEATURES.

Many things have happened to make 1923 notable in the annals of motoring says Mr. H. Massac Bui in the *Observer*. Even in this country horseless artillery is now accepted as an assured type of the future. At present we lack simple, powerfully-engined standard machines equipped with the Kegresse tractor to haul the heaviest guns across country. But this is a handicap which time will cure. More powerful machines will be available at no distant date.

The part of the tank in war has been recognised by the granting of a Royal Warrant this year, whereby that branch of the Services is now known as the Royal Tank Corps.

The trans-Saharan route has been established and will be operated regularly by the Citroen-Kegresse service. This class of (Continued on next column.)

the back pressure, and all the force of the explosion is exerted in forcing the piston violently downward.

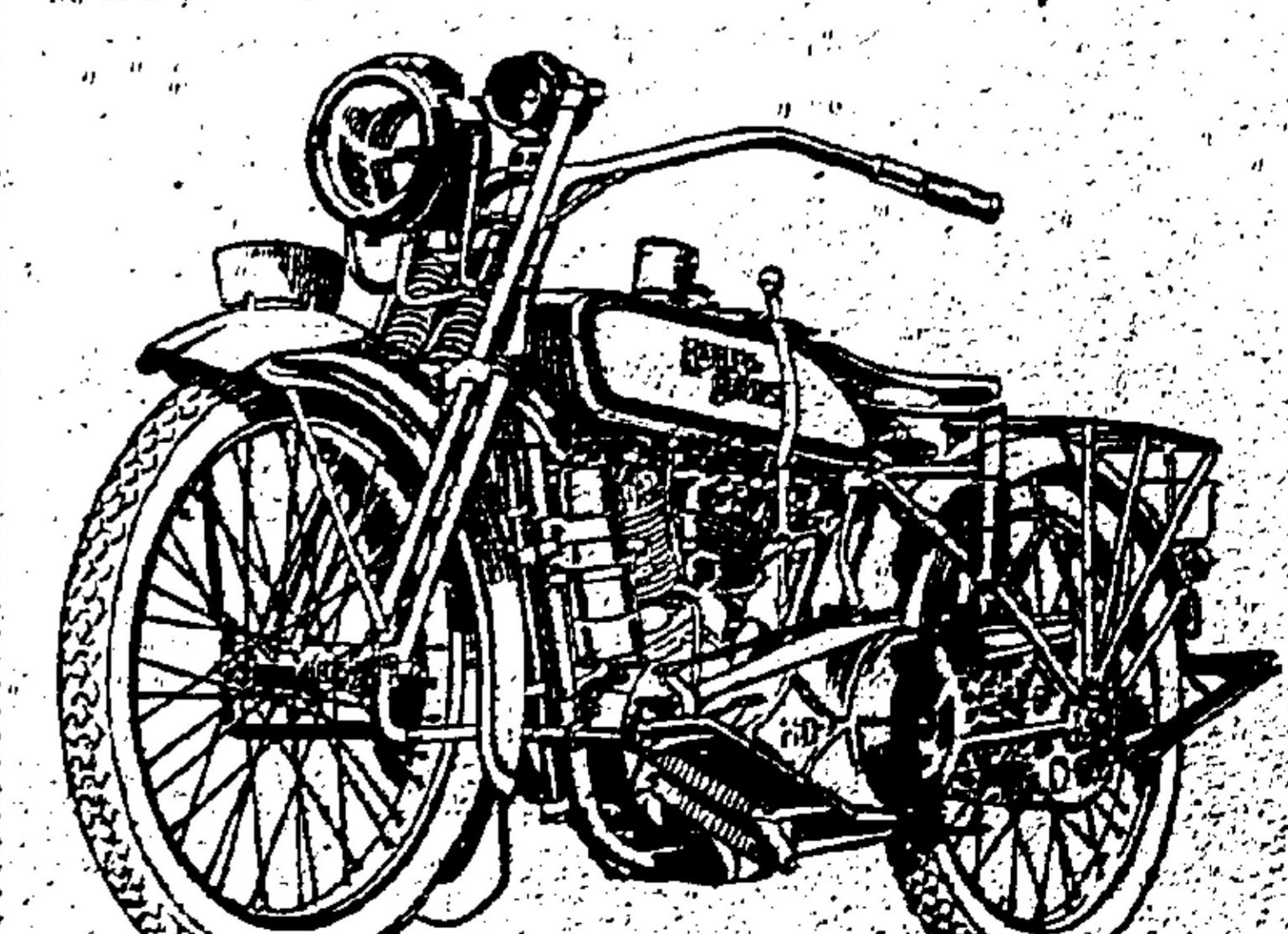
SOME REMEDIES.

The most obvious remedy is to take care that the ignition is not more than half advanced when starting up; especially by hand. Unfortunately the majority of magneto's are so designed that the hottest occurs at full advance, and in some specially bad cases the spark is not hot enough at any other point in the range of the ignition lever to start the engine.

With some machines, and with all battery-and-coil systems, the spark is of uniform intensity throughout the range of control. In this case you can definitely avoid danger by invariably retarding the ignition about half-way for starting purposes; but in any case you should form the habit of pre-practices.

Never grasp the handle as you would the hilt of a hammer—let the thumb rest on the same side of the handle as the fingers, as is the American.

HARLEY DAVIDSON



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REFLECTIONS

NAVAL TEAM WHICH WON THREE FOOTBALL TROPHIES.



H.M.S. Durban football team, with the China Squadron, United Services and Wei-Hai-Wei Shields, of which they are winners. (Photo: A. Hing.)

SCIENCE & OCCULTISM ENGINEERS' BALL.

INTERESTING LOCAL LECTURE A HAPPY FUNCTION.

The winter season may be said at the weekly meeting of the to have closed with the ball of the Hongkong Lodge of the Theosophical Society, Mr. D. Gubbay Shipbuilders, which was held last delivered, most interesting night at the City Hall. Doctor lecture on "Science and Occultism" was carried out on a lavish scale, the interior of the hall

After a lengthy analysis of the having seldom been seen to better seeing conflict between science advantage. An amusing feature and religion, in which he stated retained from last year was to be that Theosophy was lending a hand in the nomenclature of the hand in showing that true science bars, which were posted respecting

was one with true religion. Mr. Gubbay concluded: "While Lubricating Oil Store." En

thusiastic scientific psychology is passing, it may be remarked that still only on the verge of the issues from these departments

superphysical. Theosophy in its were in every way satisfactory.

scientific aspect has ever dealt expectations as to the number of

with the things of the subtler guests were fully justified.

worlds of thought and emotion more than \$30 being present and the higher mind. To many Mr. S. Baker, as President of us the first introduction to the Institution, received H. E.

Theosophy, involving the conception of the Governor and Lady Stubbs

of an objective as well as the principal guests. Supper

subjective reality for thoughts and was served in the Theatre, a

and of many intellectual difficulties the stage for the President and

the resolving of many doubts, his party. Dancing was com-

and has brought with it commenced at 9:30 p.m. with the

sequence a tremendous sense of official Lancers and was

uplifting and revelation. Theosophy, with its structure of the thing moved with a regularity and

superphysical, is able to give that swing which reflects the greatest

knowledge of the inside of things credit on all concerned with the

which we were lacking, and once arrangements,

more comes the glad sense. Owing to the unavoidable ab-

of certainty, the "explanation" sense of Sir William and Lady

of things hitherto obscure, Mrs. Davies, the official party for

the opening of a new "wonder-the Lancers and at the President's

land" of reality. By intelligent table was not constituted quite as

use of our knowledge we may reported in our issue of yesterday,

acquire vastly increased powers. The Lancers were comprised of

of control over the things of the Mrs. Baker and the Hon. Sir Claud

intellect and the emotions, even Severn, Lady Stubbs and Mr. D.

as a knowledge of physical G. M. Bernard, Mrs. Dyer and Mrs.

science makes us the lords of the Hon. Mr. E. D. C. Wolfe, and

physical plane. But the aim Mrs. Reid and Mr. G. T. Edkins,

and object of Theosophy is not to those sitting at the President's

enjoy in the knowledge of the table were: - H. E. the Governor

secrets of the unseen worlds of, and Mrs. Baker, Mr. S. Baker and

the marvels of the astral plane Lady Stubbs, Hon. Sir Claud

and the rationales of thought Severn and Mrs. Holyoak, Mr. D.

forms. Physical and superphysi- G. M. Bernard and Mrs. Hartman,

cal knowledge is a very useful Mr. G. T. Edkins and Mrs. Dyer,

thing, but we should come to Hon. Mr. P. H. Holyoak and Mrs.

believe that we shall therein find Reid, Hon. Mr. E. D. C. Wolfe and

permanent satisfaction. What it Mrs. Greig, Hon. Mr. A. O. Lang

actual aim is, that we must ex- and Mrs. Hunter, Mr. R. Hunter

press the knowledge thus gained and Mrs. Davidson.

into terms of consciousness, and

this our consciousness of an

ever higher order. Thus the

true Theosophist is not he who

PITY THE POOR CORPUS

acquires knowledge alone, but he

who uses the knowledge dis- who has walked 200,000 miles round, said Mr. Lo would have

interestingly for the constant during his 30-year service in the

rising and enlarging of his higher Metropolitan department.

He's Some time later in the day one of

consciousness towards the averaged 20 miles daily on his

heights which are known only to beat. Yes, he's decided it's time

him who has perceived, however to retire. He'll be leaving the

dully, the glory and splendour of force shortly on pension.

God's Plan of Love with the CHINESE BOYCOTT.

Universe, with us, and with all Japanese trade suffered severely

that exists, and to him who has from the boycott in China last

year, and the Osaka Jiji reports

touched but once the firings of year, and the Master's consciousness.

that the movement is reviving

the recognition of Theosophy in consequence of the murder of

the supreme Law of Brotherhood Chinese after the great earth-

and of the essential facts of the quake. Hat dealers especially

spiritual world, enables it not are complaining of the diminu-

only to formulate a coherence of their trade and are

scheme of the universe, but also anxious that the Government

to penetrate into the realm of may arrange a fair settlement.

spiritual reality which opens its

portal only to those who have

discarded the ideal of personal

salvation and personal interests

in this or any other world, and so

made it possible to know and ex-

perience something of the life of all science, whether of

the whole. For the spiritual East or of the West—that prevent collision between the

world can only be experienced by there is but one God, one Life, Bank's shroffs and outsiders.

those who will undertake the one Consciousness throughout fact, one of the shroffs was now

great experiment of assuming the whole of the Universe; wanted by the police in connec-

its reality to the extent of that God may be reached by any with a sum of \$40,000 paid

living according to its laws, and way, and that by any way in out on a cheque.

the one supreme law of that which men seek Him, in that

world is the Law of Love, de way does He welcome and help

manding personal disinterested them.

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17th, 18th & 19th
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An "OUT of the Inkwell" Cartoon Comedy

YOU WILL ALSO ENJOY

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"THE GLOBE TROTTER"

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THURSDAY, February 21st.

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SPECIAL DINNER DANSANT

— IN —
GRILL ROOM
JAZZ ORCHESTRA
DANCING 8 p.m.—12 Midnight.

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SATURDAY, February 23rd.

GRAND
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Late Car to Peak 1 a.m.

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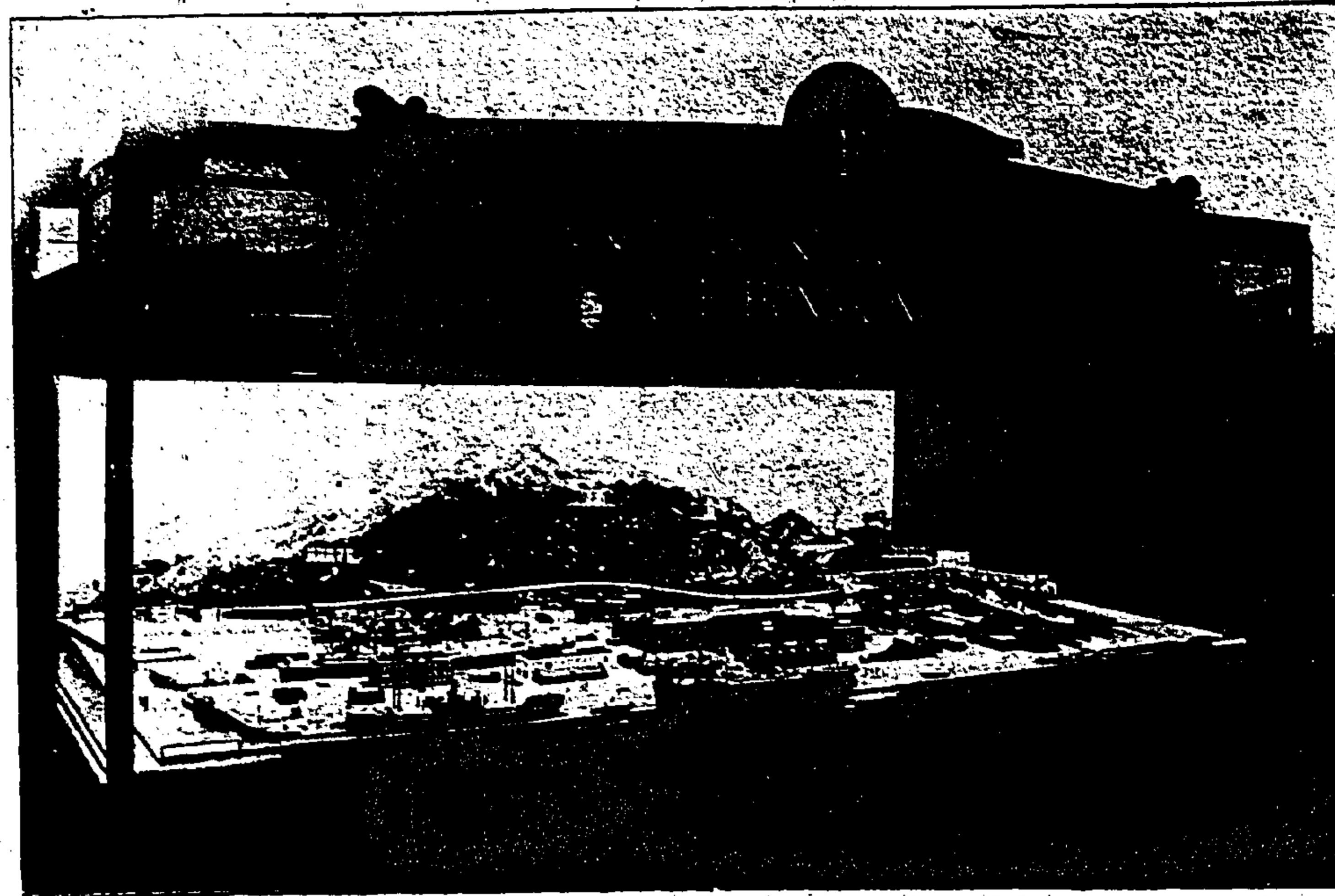
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CAMERA NEWS.



This is a photo of the fine model of the Tsingtao Dockyard which is being sent to London for the British Empire Exhibition. It is true to scale down to the smallest detail.



Admiral Constantines, who has been appointed Regent of Greece.



Group taken at wedding of Mr. G. R. Haywood and Miss Violet Constance Searle. (Photo: Mee Cheung).



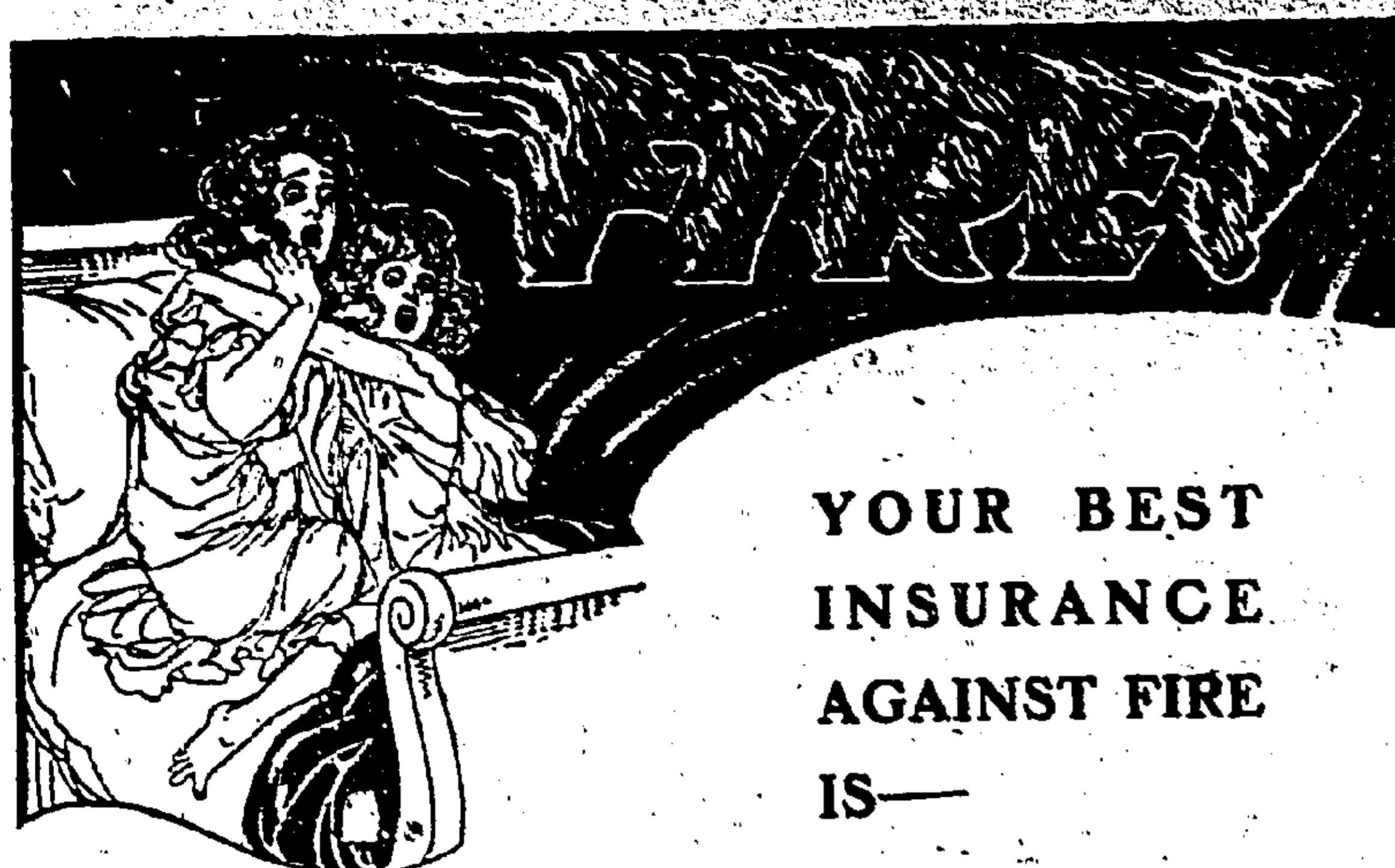
Body of Commander du Plessis de Greneton, who was in command of the ill-fated French dirigible "Dixmude," was picked up on the coast of Italy. It is shown here lying in state in a church of Sciacca, Sicily.



Luis Firpo, Argentine prize fighter, recently arrived back in Buenos Aires and received a remarkable demonstration. This shows part of the crowd that welcomed him. Arrow indicates Firpo.



The Hongkong and Shamoon football teams which recently met in Hongkong, the former winning by a goal to nil. (Photo: Mee Cheung.)



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SELECTED HUMOUR.

A Killing Retort.

She—I heard you singing in your room this morning.

He—Oh, I sing a little to kill time.

She—You certainly have a good weapon!

OH, PARDON US!

"Terribly rough, isn't it?" she observed, as the roadster jolted over the road.

"But I just shaved this evening, dear," he replied.

PRETTY CLOSE.

Irate Individual—It seems to

me, sir, that you are not far removed from an idiot.

The Other—Only about a yard.

VERY ANNOYING.

Muriel—I think shopping is such a worry! Don't you, dear?

Phoebe—Rather. I never can for the life of me remember which shop I owe money to.

CAN'T ALL BE GUILTY.

A man who broke into a house recently took nothing but a graphophone. All the neighbors now are under suspicion.

SHOULD HAVE KNOWN BETTER.

"Hello, Jones, what's up?"

"Gunshot wound, old man."

"Great Scott! How did it happen? Out hunting?"

"No, I was home—learning the cornet."

NO CAUSE FOR ALARM.

"You look like a good risk, Mrs. Malone, but will you kindly tell me what your father died of?"

"I can't rightly remember as to that, sir, but sure it was nothing serious."

FALSE ONES DON'T COUNT.

"My dentist was a fine fellow. Each time he extracted a tooth he gave me a glass of whisky."

"Don't you go to him *tiny* more?"

"I haven't any more teeth."

RADIO NOTES AND NEWS.

The Great Possibilities of Wireless.

In the course of an article in the *Observer* Sir Oliver Lodge writes:—

The discovery of electric waves was made in the latter third of the last century by that tremendous mathematical genius, Clerk Maxwell, on the purely theoretical side. After twenty years, Hertz showed how to produce them practically, and, what was more, how to detect them at a distance, in an elementary and purely laboratory fashion. Further improvements in detecting appliances were soon devised by many people; and in due time they were made amenable to practical and commercial uses by the energy and enterprise of Marconi and his co-workers.

To a public ignorant of the work of Clerk Maxwell and Hertz, this application came as a great surprise, and seemed very novel and mysterious. To physicists it did not seem so; it was a natural application of what was known. But when, later, Mr. Marconi found experimentally that the waves would actually curve round the earth and reach the American Continent, physicists were surprised. It was an important discovery; and the mathematician Mr. Oliver Heaviside showed how an ionised layer of air in the upper regions must be operative, and could explain it.

Then came a method of detection far superior to any that had previously been used, namely, the vacuum valves of Professor Fleming, improved, as they soon were, into their present form by Dr. Leo de Forest of America.

In these valves the actual electrical particles, the electrons, were employed as the detecting agency, and proved themselves far more perfect than any material mechanism could be. They responded instantaneously to every fluctuation; so that it became possible to transmit, not Morse signals only, but microphonics or telephonic speech.

For some time it seemed as if speech could only be transmitted over moderate distances. But now, through the energy and enthusiasm and inventive genius of a great number of workers in all parts of the world, but especially in England and America, it has been found possible to hear the human voice across the Atlantic.

Not that the voice travels any further than it did before, any more than it travels along a telephone wire: the voice generates electric waves, with all its peculiarities accurately represented in those waves; and when those waves are collected by a distant aerial, the electrons in the receiving valve respond with precision to all the fluctuations, and enable a telephone to reproduce the speech and the tones of voice of the distant speaker. The achievement of speech across the Atlantic in this indirect way is certainly a marvellous achievement, one that excites the admiration, and to some extent the astonishment, even of physicists. Nor is this likely to be the limit. The waves that have begun to curl round the earth can go on, even to the Antipodes; and in a short time it is likely that the human voice in this way can reach Australia and New Zealand.

Thus humanity will be welded together in a manner more intimate than ever before; and the beauty and the simplicity of the arrangements, and the comparative ease with which the result is effected, are very surprising.

LONG VERSUS SHORT WAVES.

It used to be thought by the early experimenters that to get waves to travel effectively over enormous distances, the apparatus used must be large and powerful, and the waves very long.

Long waves can certainly get through obstacles which would stop short ones. Why? Because in going through a slightly opaque medium, a certain percentage of energy is wiped out at every swing.

The crest of each wave will be slightly weaker than its predecessor. So if in a given distance, say 100 miles, there were twenty crests—which would mean that the waves were five miles long—there would be a chance of a sufficient portion getting through, even though each wave was 1 per cent. weaker than the one before it. But if the waves were only a quarter mile long, there would be four hundred such crests in the 100-mile distance, and the proportion of energy which got through would be very slight. While if the waves were each only a hundred yards long, the oscillations in the given distance

would be so numerous that no trace could be detected, unless the opacity were insignificant. Hence it appeared that long waves had the advantage.

But to the physicist it always seemed that short waves ought to do better, if space were as reasonably transparent as one might expect it to be; that is, when the air is hardly ionised at all, a condition to be expected in the absence of light. And now it is found that, at any rate during the night, short waves are quite efficient. And the great size of sending and receiving stations will probably in due time be found unnecessary. A short-wave or small station is just as energetic as a big one, within limits. For the true wave starts, not at the actual radiator, but at about a quarter-wave length distant from it. Hence the shorter the wave the nearer, and therefore the more energetic, is the place from which it starts. A radiator no bigger than a dumb-bell can emit waves of 103 horsepower. This was known long ago, in 1890. A great big radiator under the same conditions is no more intense, though it is true the emission would last longer: that would depend on its capacity. And what is true of the emitter is also true of the receiver. Hence recent experiments have re-directed attention to the advantages of short-wave transmission; and short waves are much more amenable to discipline. They can be protected by parabolic mirrors of reasonable size; that is, they can be directed, as light waves are directed from a light-house, so as to economise them and concentrate them on any required direction. There can be little doubt that this power of focussing and directing waves will be applied more and more: so that, except for broadcasting purposes, it will not be necessary to send out waves in every direction at random.

CONTROL OF FLOATING BODIES.

Another improvement which is to be expected is the attainment of greater power of control over distant things like aeroplanes and steamers, or other self-propelled floating bodies. The rudders of such machines can be actuated by people on the spot, but they may also be actuated wirelessly by people at a distance. So that an operator at a sending station, manipulating his keys, may guide a distant floating body to any desired destination, so long as he can see what it is doing, and adapt his control accordingly.

An aeroplane is not so easy to control as a floating body, because it has another degree of freedom. It can move up and down, as well as right and left. To control it perfectly is therefore not so easy. But none of these things is easy. Difficulties are things to overcome; and the ingenuity of those who are working at the subject is more than competent to deal with a difficulty such as this. It is interesting to find, moreover, that old-fashioned coherer, employed as a detector, seems specially useful in these distant-control experiments, as demonstrated recently by Major Phillips.

What other developments are to be expected? Unfortunately a certain amount of energy in the present state of civilisation is directed to the opportunities for doing damage; that is, directing things for deleterious purposes. And if people wish to do those things, no doubt they will be able. It has been surmised that aeroplanes can be stopped in mid-air. Well, as Hertz found long ago, other waves are powerful enough to generate little sparks in metal conductors; and as the explosions of oil vapour in a motor are regulated by little sparks, it seems quite likely that such sparks can be generated at wrong times, by the action of waves generated at a distance, and, if so, the engine may be brought to a standstill by the generation of unexplainable engine trouble. Such disturbances can be guarded against, when foreseen, by the proper use of metallic screens, because metals are opaque to the waves, and will ward off or reflect them harmlessly.

Contrivances for doing damage are dangerous until the antidote is found. There always is an antidote; but meanwhile much damage may be done; and it is lamentable that the ingenuity of man is thus capable of being misdirected for what are supposed to be patriotic and justifiable reasons.

Other things can be suggested of a damaging character; though

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HONGKONG & SOUTH CHINA.

however, is not everything. And if there were any signs of our getting to the end of our tether, there would be nothing to lament.

"SEEING" BY WIRELESS.

Attempts have been made recently, and are still being made, at what is called "television," that is to say, seeing at a distance, either by wireless or by wired means. If one is done, doubtless the other will follow.

But at present neither can really be done. Pictures can be transmitted after a fashion, by a code, signalling the position of dots in a process block, or something of that kind. Or they may actually produce a picture, as a sort of mosaic of such dots. But this is not really vision at a distance. It is only a modified form of printing-telegraph. For myself I am not sanguine of seeing anything that can be properly called television for a good many years yet, though not for a century: though any invention which humanity really wants to devise will probably sooner or later be accomplished, by means perhaps at present unknown and unsuspected.

However great have been our improvements in locomotion and communication during the past hundred years, that is but a small period. And who can say what will be accomplished in the hundred years? Material progress, however, is not everything, and apprehension. That, however, would show a lack of faith. The real progress of humanity is necessarily slow, while material achievements may be rapid, rests with ourselves, however, whether or not one can keep pace with the other. There should be no feeling of supine self-satisfaction in what has been done, in girding up our energies to see that the progress is not too-sided and unbalanced; and to continue that the reigns of good and evil keep pace with the reign of power.

WOMEN'S INTERESTS

A SMART FROCK.



You behold here the three profiles that are finding most favour in Paris at the present time.

And the proportion of bobbed hair to the unbobbed runs about two to one in favour of the bob, we are further informed. All coiffures are being slightly softened and are becoming more flattering. Hair dressers have learned that all profiles are not so perfect as they may be made to appear, properly co-operating with the looks.

The most popular of all hair-dressings, at the present time, is the "garonne," or French clip, which is cut very short in the back and which allows the outline of the head to appear pretty much as nature made it.

While this bob was originally supposed to go uncircled, it is becoming quite the thing now to marce the hair close to the head, but to leave the ends straight so that they do not in any way destroy the outline of the head. In the front the hair may be slightly more full, if one desires.

The fluffy bob is by no means as smart as the close one, but since it is much more becoming to many types of faces it has its following and holds it.

But even this cut is induced to take more interest in sticking closer to the head than ever before and is kept as neat and glossy as possible.

Often the ends are curled very tight and close to the head so that the appearance is that of a very close headdress, and a very elaborate one.

"Fashion's favoured flounces" is the proper label to attach to this frock of many ruffles, perky sleeves and becoming collar.

The collar, too, is new and is a most becoming one. The sleeves with their quaint ruffles are successors to the sleeveless style.

ATTRACTIVE BOUDOIR CAPS.

Those who like to fashion pretty boudoir caps will be interested to hear of some very beautiful ready-trimmed materials that may be bought for the fashioning of boudoir caps.

They are of crepe de Chine, just the right width for the purpose, trimmed with hemstitching and insertion, and finished on the outer edge with a frill of lace and a heading for the threading of ribbon. This makes the pulling up to correct size a simple matter.

IDEAL OF IDOL.



Howard Gray, "Princeton's most popular man," apparently means what he said when he bespoke his opposition to cigarette-smoking girls. His engagement to De Wenta Conrad (above), Omaha belle, has just been announced, and she has never smoked.

A NEW MATERIAL.

FRICITION FOR BEAUTY.

Quite the newest fabric is embroidered horizontally and between each band of the design is a fine "tube" of the plain foundation fabric. It is not quite so thick as an ordinary lead pencil, and in effect is as if a gauging cord had been run through.

With skillful disposition of the design it is possible to imagine a very smart dress or suit fashioned from this novel material.

EFFECTIVE.



A pleasing combination of figure of silk blouse and plain pleated skirt.

MOTTO HANKERCHIEFS.

The handkerchief with an embroidered motto has taken the place of that decorated with a monogram or a cipher.

Small black or navy blue block letters are generally chosen to express the sentiments on white handkerchiefs, while white lettering against coloured backgrounds is counted equally chic.

Other new notions in handkerchiefs show little squares of coloured linen, the four corners decorated with cut-out petals of flowers in dainty delicate colourings.

Handkerchiefs made of fancy crepe de Chine, colour-printed in miniature mosaic patterns, and finished with white hand-rolled hems, are counted very smart.

For evening use, there are fine chiffon handkerchiefs daintily edged with narrow gold or silver lace, to match gold or silver metallic dresses.

THIS WEEK'S RECIPE.

Snowball Cake.

Make a sponge mixture, and cook it in a one or two pound tin. When cold, trim it to the shape of a snowball, cut it in halves or in three, spread jam or whipped cream between each layer, press them together, and ice with glaco icing. Before the icing sets, sift granulated sugar or desiccated coconut over.

FASHION NOTES.

Black and white combinations are shown in the new cottons and wools for spring.

A popular dinner frock is of coloured crepe de chine with cascades of the material from the shoulders or hips, or with overlapping panels.

Embroidered and hand-painted are featured on the new latest sweater and sweater costumes. In styles the surplice, side-tie, golf coat mandarin and slipover are good.

French blue, Nile green and maize are among the most popular shades for lingerie. High lustre crepe meteor is a popular material.

A bouffant gown of mauve taffeta has deep scallops outlined with bands of yellow roses.

Flexible bracelets of pearls or combinations of diamonds and pearls are worn effectively on the upper arm at some of the smartest social functions.

Taffeta ruffles, edged with old-fashioned pinking, are shown as something entirely new and different and are very effective.

SIDE DRAPE.



The dress-sketch shows the tendency of smart frocks to be slightly fitted at the waist, a tendency emphasized by the little horizontal pleats on one side just below the long shawl collar.

ATTRACTIVE LAMPSHADES.

The choice of lampshades is wide this year. Japanese rice paper has been used abundantly, and in all the most vivid colours possible. Bright orange, deep blue, emerald green, and crimson, bound with black or gold, make charming shades for rooms decorated in decidedly modern fashion. The popular shape is that of a lantern.

Then there is the mottled paper cover, also made of stout rice paper. It folds up flat, and has a cord run through its pleats top and bottom to hold it in place when needed for use. This is a very acceptable gift for any one who travels, as it can be packed into a small space in one's trunk and will fit

over any kind of lamp. Browns, soft blues, and a few of the more harmonious colours are used for this purpose.

Checks on a cotton ground go well with oak furniture, and give an old-world look to a room. Again, the lantern style of shade with sides covered with blue or red checks, also find favour with the Parisienne, or another form that has a little frill.

Old candelabras are copied in wrought iron, and in the candle sockets electric light fittings now take their place. Some candelabras have two tiers, others have but two lights with cowl protectors hanging over them. These quaint fittings are suspended from the ceiling in the boudoir or hall, and give a somewhat obscure and solemn light.

NOTED ENGLISH BEAUTY.



Lady Diana Manners, who is in America playing the part of the Madonna in "The Miracle."

short sleeve, or no sleeve, is more often seen for the trim little dancing frock worn by a girl; her mother prefers some covering for the arm, and either has a long tight sleeve that almost hides the hand from view, or wing shoulder draperies that float in the breeze.

A new material that is becoming for an afternoon tea frock is a mixture of wool and metal lace.

It is made in white, green, black, with a silver thread, or in brown with either gold or copper to keep it in countenance. A smart gown of this material is one which is tight fitting until it reaches the knees, when it falls in deep pleats. It is bordered with fur, which weights it down, and protects it against the ravages of wear and tear.

The exception

With one exception all teas are only guaranteed to be in good condition when they leave the factory.

The exception is Brooke Bond tea, which is also guaranteed to be in good condition when it reaches you.

The vacuum tin which contains it, is your guarantee against loss of flavour and goodness taking place between the time the tea leaves the factory and the time it reaches you.

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Kess & Co., Hong Kong.

VACUUM
COVER
CUTOPEN
BY USER



CHURCH NOTICES.

A Charge of one Dollar is made for Notices under this Heading.

St. John's Cathedral, Hongkong, 17th February, 1924, Septuagesima Sunday. Holy Communion at 8 a.m.; Children's Service (10 a.m.); Hymns: 540, 329, 343. Matins (11 a.m.); Responses: Ferial; Venite: No. 7 (Soprano) Psalm: 104; Chants Nos. 8 and 5; Te Deum: Jenes; Camidre: Camidre (12th Morning); Benedictus: Beethoven (27th Morning); Hymns: 34, 167 (tune 431). Holy Communion (12 a.m.); Evensong (6 p.m.); Hymn: 217; Responses: Ferial; Psalm: 147; 30th Evening: Battishill in D; Magnificat: Haervalg (7th Evening); Nunc Dimitis: Kelway (17th Evening); Hymns: 224, 242.

Wesleyan Methodist Church, Queen's Road East, Opposite Royal Naval Hospital, Wan Chai, Sunday, 17th Feb. 1924. 10.15 a.m. Divine Service and Naval and Garrison Church Parade. Hymns and Chant, 10. Magnificat, 870, 86, 106. Subject: "Open Air Religion." 6 p.m. Divine Service. Hymns: 788, 208, 456, 920. Anthem: "Abide with me." Subject: "My task, my trust." Preacher: Rev. C. Clouston Porri. Hon. Chaplain to the Forces. 3 p.m. Toy Service. Address by E. A. Harlow, Esq. Gifts of toys will be received for children in hospitals, Wesleyan Sailors' and Soldiers' Home; Arsenal Street, Sunday, at 8.15 p.m. Chaplain's Meeting and Social Hour, Address by Cpl. Parham, R.N. Monday, at 8 p.m. Study Circle conducted by Chaplain. Wednesday, at 8.30 p.m. Literary Evening in connection with the Wesley Guild.

St. John's Cathedral. Sunday, Feb. 17th, Septuagesima. Holy Communion at 8 a.m. Children's Service at 10 a.m. Matins and Sermons, at 11 a.m. Holy Communion, at 12 noon. Evensong and Sermon, at 6 p.m. The Band of the 1st Battalion The East Surrey Regiment will play at Evensong. Mr. Frederick Mason, A.R.C.O., L.T.C.L., will give an Organ Recital in the Cathedral, on Tuesday, Feb. 19th, at 5.30, assisted by Mrs. N. Mathieson. (Contracto).

First Church of Christ, Scientist, McDonnell Road, below Bowen Road Tram Station—Sunday, 11.15 a.m. Wednesday, 5.45 p.m.

NOTICE.

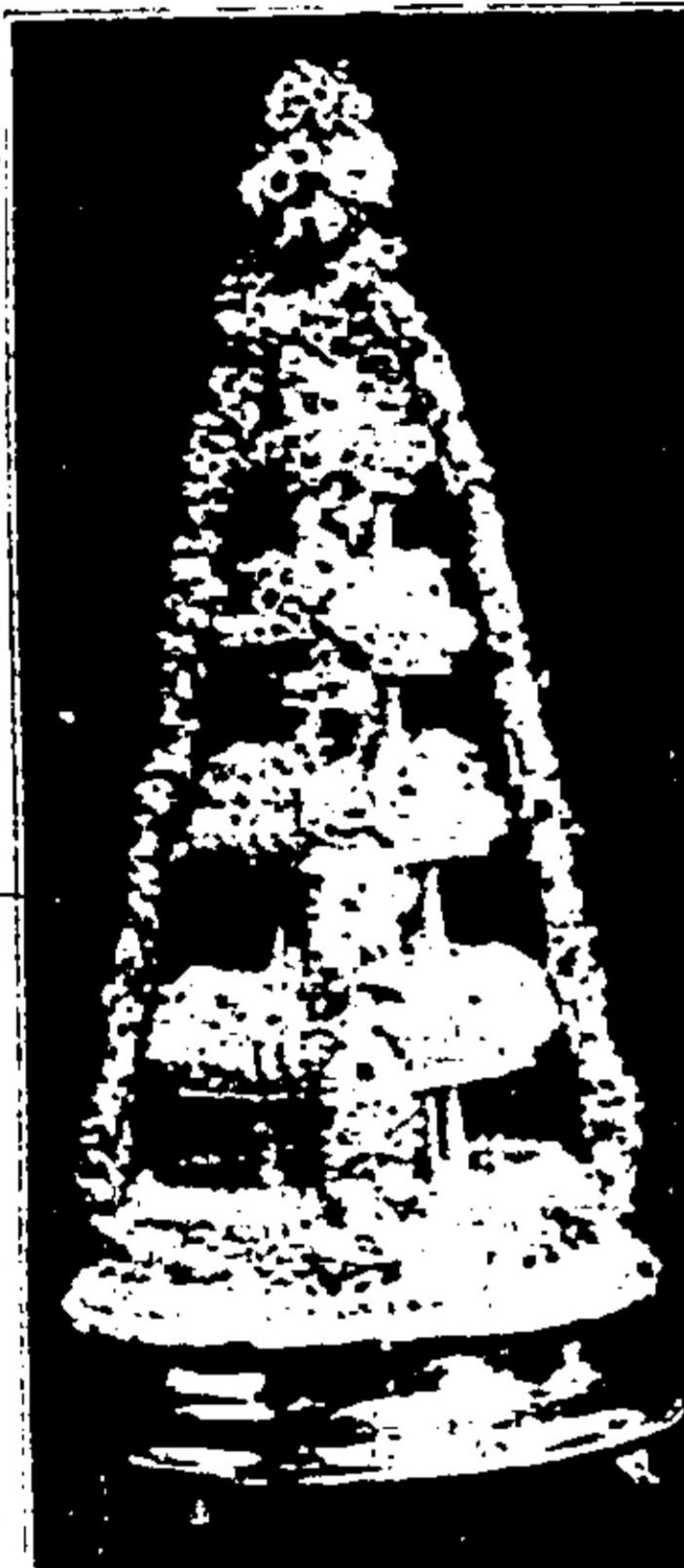
GREEN ISLAND CEMENT CO., LTD.

THE THIRTY FIFTY ANNUAL MEETING OF THE SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Buildings, Chater Road, Victoria, Hongkong, on Tuesday, the 4th March 1924, at 11 o'clock in the forenoon for the purpose of receiving a Statement of Account and Report of the Directors for the year ending 31st December, 1923, and declaring a dividend.

The TRANSFER BOOKS of the Company will be closed from Tuesday the 19th February 1924 until Tuesday the 4th day of March, 1924, both days inclusive. By order of the Board of Directors.

SHEWAN TOME'S & CO., General Managers. Hongkong, 11th. Feb. 1924.

Cafe Wiseman
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Wedding Cakes
From \$10.00

Christening,
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CONSIGNEES.

NOTICE TO CONSIGNEES.
OCEAN STEAM SHIP COMPANY, LTD.
and
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer.

"TEIRESIAS" are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 16th February.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 22nd February, will be subject to rent.

All Claims against the Steamer must be presented to the under-signed on or before the 7th March, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE Agents.

16th. February 1924.

BANKS.

P. & G. BANKING CORPORATION, LTD.

(Incorporated in England 1886.)
With which is affiliated.

THE ALLAHABAD BANK LTD.

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Authorized Capital £5,000,000

Subscribed and Paid up £1,354,160

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C. CHAMPION,

Manager,

12, Des Voeux Road Central, Hongkong.

LIMITED.

HEAD OFFICE:

No. 18, Des Voeux Road Central, Hongkong.

ESTABLISHED 1881

Authorized Capital £10,000,000.00

Paid-up Capital £1,000,000.00

Reserve Fund £500,000.00

DIRECTORS:

Mr. Paul Wai Ting, Chairman.

Mr. Chow Shou Soa, Mr. Kai Ying Po,

Mr. Li Kwan Chau, Mr. Mak Choy Koo,

Mr. Fung Ping Shan, Mr. Wong Ching Shek,

Mr. P. K. Kao, Mr. Ng Ching Luk,

Mr. Chiu Yau To,

Chief Manager: Mr. Kai Tong Po,

Asst. Manager: Mr. Li Te Po.

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CHINA (TOKIO)

CHINA (

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HOME VIA CANADA

HONGKONG TO ENGLAND

	From	To	Date	Days
EMPEROR AUSTRALIA	Feb 12	MELITA	Mar 18	26
EMPEROR ASIA	Mar 11	MELITA	Apr 15	24
EMPEROR ASIA	Mar 11	MONTREAL	Apr 15	24
EMPEROR AUSTRALIA	Mar 10	MELITA	Mar 25	15
EMPEROR CANADA	Mar 10	MONTREAL	Mar 30	20

Other Asiatic Sailings every few days to Liverpool.
See Kington, Glazebrook, Artillery, Chebacco & Hamburg.Cabinbers held by rail and through tickets issued
Early reservation necessary.

HONGKONG-MANILA SERVICE.

Commemorating the arrival of the Empress of Russia, 25th March, the
Emperors of Spain and Empress of Asia will make the round trip to 11 miles from
Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila,
Friday Morning, leaving Manila Saturday Evening and arriving Hongkong
Monday Morning, 7 a.m.Three Trans-Continental Trains Daily.
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FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN STEAMERS TO
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SHANGHAI-KOBE-YOKOHAMA

PRESIDENT JEFFERSON	Feb. 22nd
PRESIDENT GRANT	March, 5th
PRESIDENT MADISON	March 15th
PRESIDENT MCKINLEY	March 29th
PRESIDENT JACKSON	Apr. 19th

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PRESIDENT MADISON	8th Mar.
PRESIDENT MCKINLEY	20th Mar.

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"PRESIDENT FOKE"	Apr. 29th
"PRESIDENT MONROE"	May. 13th

FROM SAN FRANCISCO FOR HONOLULU,

KOBE, SHANGHAI AND HONGKONG.

"PRESIDENT ADAMS"	Mar. 1st
"PRESIDENT GARFIELD"	Mar. 15th
"PRESIDENT POLE"	Mar. 29th

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FOR NEW YORK, BOSTON & BALTIMORE
VIA SUEZ

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Through Bills of Lading to all United States and Canadian Overland Points & Havana.

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SEIYO MARU	14,000
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For Full Information regarding Passengers, Freight and Sailing Apply to	Y. TSUTSUMI, Manager, King's Building, Agents at Canton.
	Messrs. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

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LEGAZPI ... about 30th Mar. | C. LOPEZ Y LOPEZ 17th May.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

LEGAZPI ... about 12th Mar. | C. LOPEZ Y LOPEZ 28th Apr.

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S.S. EURYBALES ... via Suez Canal ... 16th Feb.

S.S. IXION ... via Suez Canal ... 21st Feb.

S.S. KABINGA ... via Suez Canal ... 2nd Mar.

S.S. CITY OF MANILA ... via Suez Canal ... 11th Mar.

Steamers proceed via Suez Canal or Panam Canal at Owners' option.

Subject to change without notice.

For full information and particulars apply to—

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HONGKONG & CANTON: HOLIOAK, MISSEY & CO. LTD., CANTON

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Fares from Hongkong to Genoa from £45, upward.

MELCHERS & CO., Agents.

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ACCOMMODATION ON THE "EMPERESS OF CANADA" IS AVAILABLE FOR PASSENGERS FROM THE ORIENT. THE STEAMER WILL SAIL ON THE FOLLOWING SCHEDULE:

HONGKONG	Leave ...	15th April
SHANGHAI	Arrive ...	20th April
KOBE	Leave ...	21st April
YOKOHAMA	Arrive ...	23rd April
HONOLULU	Leave ...	30th April
HILO	Arrive ...	1st May
VANCOUVER	Leave ...	15th May
	Arrive ...	16th May
	Arrive ...	23rd May

Connections on the Atlantic will be made with "MONTROYAL" (formerly "Empress of Britain") 30th May to Liverpool and "Empress of Scotland" 4th June to Southampton.

In connection with the "Empress of Canada" tours have been arranged to Peking and Japan, fares for which will be quoted on application. These tours are entirely optional and passengers may make the "Empress" their home while at Ports of call.

No Fire Insurance has been effected.

CONSIGNEES

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

S. "CHILI". Consignees of Cargo from Marseilles &c.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd. Kowloon whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the Monday, 13th instant, at Noon will be subject to rent and lading charges.

All claims must be sent in to me on or before the 31st instant or they will not be recognized.

All damaged packages will be examined on Saturday the 16th instant at 10 a.m. by Messrs. Goddard & Douglas.

R. RODENFUSER, Acting Agent.

Hongkong 11th, Feb. 1924.

NOTICE TO CONSIGNEES.

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(COMPANIES incorporated in ENGLAND)

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Strait, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.

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(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons.	From Hongkong (about)	Destination
SOUDAN	5,698	20 Feb. noon	S'pore, F'ang, C'bo & B'bay
MOREA	10,811	21st Feb. noon	B'bay, M'les, L'don, A'werp
ALIPORE	5,273	22nd Feb.	S'pore, F'ang, C'bo & B'bay
KARIALA	9,098	23rd Feb.	M'les, London & Antwerp
KIDDERPORE	5,331	24th Feb.	S'pore, F'ang, C'bo & B'bay
NALDEA	15,993	25th Feb.	B'bay, M'les, L'don, A'werp
PADUA	5,947	26th Feb.	S'pore, Colombo & Bombay
SICILIA	6,813	27th Feb.	S'pore, F'ang, C'bo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

TANDA	6,956	22nd Feb.	S'pore, Penang & Calcutta
TAKADA	6,949	7th Mar.	S'pore, Penang & Calcutta
TORILLA	5,905	4th Apr.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ESTERN	4,000	27th Feb.	Manila, Thursday Island, Townsville, B'bane, Sydney & Melbourne.
AREFRA	8,000	2nd Apr.	
ST. ALBANS	4,500	30th Apr.	

Frequent connection from Australia with the following:-
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. British Service of steamers to London via the Cape.
The New Zealand Shipping Co. steamers to S. America & London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KHYBER	9,014	23rd Feb.	Shanghai, Moji & Kobe
PADUA	5,907	27th Feb.	Shanghai, Moji & Kobe
NELORE	6,553	5th Mar.	Shanghai & Kobe
CHINA	7,931	8th Mar.	Shanghai, Moji & Kobe
ARAFURA	6,000	8th Mar.	Moji & Kobe
SICILIA	6,813	13th Mar.	Shanghai

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ft. x 2ft. x 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to
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Vessel. Due Hongkong. Vessel. Leaves Hongkong.

RADNORSHIRE	28th Feb.	GLENBEG	4th Mar.
GLENOGLE	11th Mar.	Genoa, L'don, R'dam & H'burg	
GLENSHANE	25th Mar.	PENBROKESIRE	3rd April.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailing from Marseilles	Pro. Arr. at Hongkong	Pro. Sailing for Sh'a & Japan
CORDILLERE	—	18th Feb.	
ANGERS	—	3rd Mar.	
CHILI	24th Jan.	25th Feb.	
PORTHOS	7th Feb.	11th Mar.	6th April
AMAZONE	21st Feb.	25th Mar.	20th April
ANGKOR	—	—	—

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S.S. "NANYO MARU" No. 1" ... on or about 21st Feb.

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S.S. "TAIKWA MARU" ... on or about 21st Feb.

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YOKOHAMA MARU ... Sunday 24th Feb. at 9 a.m.

MARSELLES, LONDON & ANTWERP via Singapore, &c.

HAKOZAKI MARU ... Wednesday 5th Mar. at 11 a.m.

HAKUSAN MARU ... Wednesday 12th Mar.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSEILLES & VALENCIA.

DURBAN MARU ... Middle of March.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Sunday 17th Feb. at 11 a.m.

TANGO MARU ... Wednesday 20th Feb.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU ... Sunday 9th Mar.

BUENOS AIRES via Singapore, Durban & Cape Town.

(Calling Delagoa Bay Port Elizabeth)

KAMAKURA MARU ... Monday 18th Feb. at 3 p.m.

BOMBAY via Singapore & Colombo.

MURORAN MARU ... Friday 29th Feb.

LIMA MARU ... Monday 10th Mar.

CALCUTTA via Singapore, Penang & Rangoon.

YAMAGATA MARU ... Tuesday 26th Feb.

WAKASA MARU ... Tuesday 11th Mar.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday 13th Mar.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU ... Monday 18th Feb.

AWA MARU ... Monday 18th Feb.

HARUNA MARU ... Tuesday 26th Feb.

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S.S. "GERTY" ... Sailing on or about 1st Mar.

S.S. "VENEZIA" ... Sailing on or about 3rd Mar.

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JUST ARRIVED!

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THE COOL HYGENIC SMOKE

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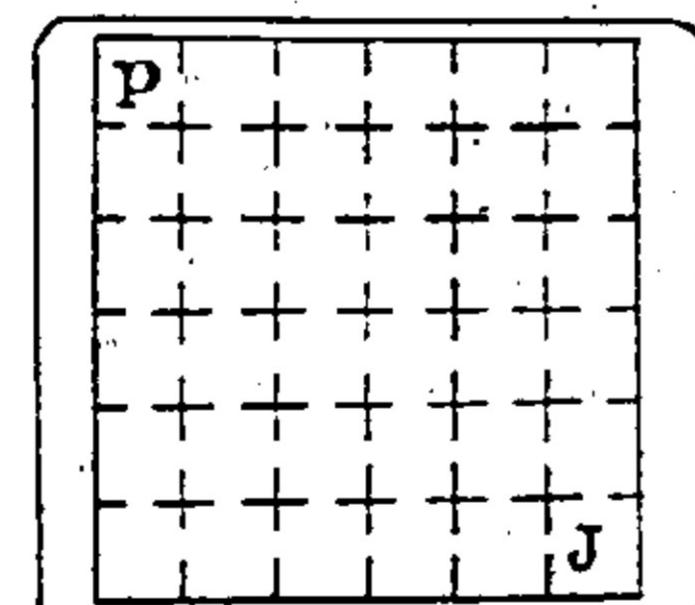
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A prisoner, quartered in the cell marked "P," was offered his freedom by the jailor (J), if he could go from his cell (P) to the jailor's cell (J), passing through all the cells en route, but with the strict provision that he should not enter any cell more than once. The drawing shows the plan of the prison. How did the prisoner do it?

Yesterday's answer:

1. FISH
2. FIST
3. FIAT
4. FEAT
5. MEAT

The five steps from "FISH" to "MEAT" are given above. A new word is formed in each step. Other solutions are possible, but this one is the most direct possible.

HARD TO PLEASE.

"I hear ye were at McLoughlin's last night. What kind o' man is he?" "Leeb'r al wi' his whisky. But the quality o' its that indifferent I verra near left some."

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P. & O. Bank	212	212
Bank of E. Asia	97	98
Mercurial Banks A & B	229	228
Mercurial Banks C	212	
MARINE INSURANCE:		710
Janlo	705	140
North China	3140	234
Union	250	26
Yangtze	263	
China Union		
China Fire	140	160
H.K. Fire	550	550
Douglas	58	58
H.K. Steamship	41	43
Indos (Pte.)	381	
H.K. Dist. Law/Ray	1334	35
Indos Dist. H.K. Reg.	1334	150
Shells	92/9	95/8
Ferris	70	72
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Cain Sugar	278 fm. 276/7	276
Malibon	49 fm. 48	481 fm. 531
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Froncks	14	
Ural Cospianz	P. 2	
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H.K. Docks	179 fm. 180	179 fm. 182
Shanghai Docks	169	169 fm. 170
J. Englestrangs	91 fm. 92	91 fm. 6
Shanghai Hanghows	63	
DOCKS WHARVES, GODOWNS &c.		
H.K. Hotels	28	28
H.K. Lands New Reg.	113 fm. 114	113 fm. 114
H.K. Wharves Est.	234	24 fm. 10 fm. 11
H.K. Realty	21	250
Pinas Bldg.	150	150
H.K. Terners	16/2	
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Oriental Cottons	12,60	12
Shanghai Cottons	5	41
Shanghai Cottons	66	63/7
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MISCELLANEOUS:		
35 fm. 37 fm.	37 fm. 37 fm.	
China Light	191	183
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Dairy Farms	25	25
Electric H.K.	33	33
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Hoisting Ropes	88	15
Machine Tramways	28 fm. 28 fm.	28 fm. 28 fm.
Fork Trucks	15	24
Flat Trucks	3	114
Steel Foundries	171	253
Water-boats	181	20
Watsons	20	
Wm. Powells	16	181 fm. 183
Land Crawfords	18	8
Castor Ices	8	51
H.K. Constructions	5,1	4,90
Yards	41	15
Shores	127	10
McKinloch	25	90
Yankee Tok.		

Hongkong, February 16, 1924.

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ANNA Q. NILSSON

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